April 2025 boatinternational.com

BOAT
International

CHARTER SPECIAL:
2025's HOT NEW LAUNCHES

+

which boats make money – and why

"I USED TO WATERSKI TO SCHOOL"
THE OWNER OF 37.5-METRE *NO DESTINATION*

PRACTICE MAKES PERFECT
HEESEN DELIVERS ON A 57-METRE DREAM 20 YEARS IN THE MAKING

£8.00 / AUD $17.25

Plus: the winners of the BOAT International Design & Innovation Awards

theitalianseagroup.com

ADMIRAL
THE ITALIAN SEA GROUP

DUTCH DESIGN®

© 2025 Dutch Design LTD , Blauwburgwal 18, 1015 AT, Amsterdam, The Netherlands.
DUTCH DESIGN AND SEA ROVER ARE REGISTERED MARKS.

Built for an active Life at Sea
contact@dutchdesign.com
dutchdesign.com

FROM THE AMERICA'S CUP DIRECTLY TO THE FUTURE.

Thanks to the unmatched expertise of BGH, we proudly present a groundbreaking new range of multihull boats with foiling technology, pushing boundaries and setting a new standard for what lies ahead.

BGF45 | For Bluegamers only.

Bluegame S.r.l. | Ameglia (SP), Italy | +39 0187 618490 | info@bluegame.it | **bluegame.it**

A BRAND OF SANLORENZO
BGF45
BLUEGAME

BOAT DESIGN & INNOVATION AWARDS 2025 WINNER
BOAT DESIGN & INNOVATION AWARDS 2025 WINNER
BOAT DESIGN & INNOVATION AWARDS 2025 WINNER
BOAT DESIGN & INNOVATION AWARDS 2025 WINNER
OUTSTANDING EXTERIOR DESIGN (SAILING YACHTS)
BEST INTERIOR DESIGN (SAILING YACHTS)
BEST NAVAL ARCHITECTURE (SAILING YACHTS)
INNOVATION OF THE YEAR
RAVEN RS_111

CONGRATULATIONS TO EVERYONE
INVOLVED IN THE BUILD OF RAVEN
JAMSEN.MC

CANTIERE
DELLE MARCHE
explorer's attitude

Cantiere delle Marche
Via E. Mattei 36 - Ancona, Italy

www.cantieredellemarche.it

Scan me

Explore
your own
course
tonidigrigio.it

FLEXPLORER

As a shipyard, I understand that every yacht I create
is more than just a vessel—it's your gateway to discovery.
Customized for your journey, my boats let you chart your own path.
Set sail and explore your own course.

Cantiere delle Marche, explorer's attitude

BOAT
DESIGN &
INNOVATION
AWARDS
2025 WINNER

THE NEW *FD100* TRI-DECK
MULTIFUNCTIONAL DESIGN. ON-DECK MASTER. BEACH CLUB.
THE FD SERIES: FD75 // FD80 // FD90 // **FD100** // FD110 // FD130

INNOVATION

ON EVERY LEVEL

USA
+1 561 721 4850
horizonyachtusa.com

EUROPE
+34 971 673 508
horizonyachteurope.com

AUSTRALIA
+61 7 5577 9009
horizonyachtaus.com

HORIZON
WORLD CLASS YACHTS

PROJECT SAMBA
LOA: 35,31m
BEAM: 7.80m
TOP SPEED: 17kn
ENGINES: 2x 1450hp

THE RHYTHM OF LIFE

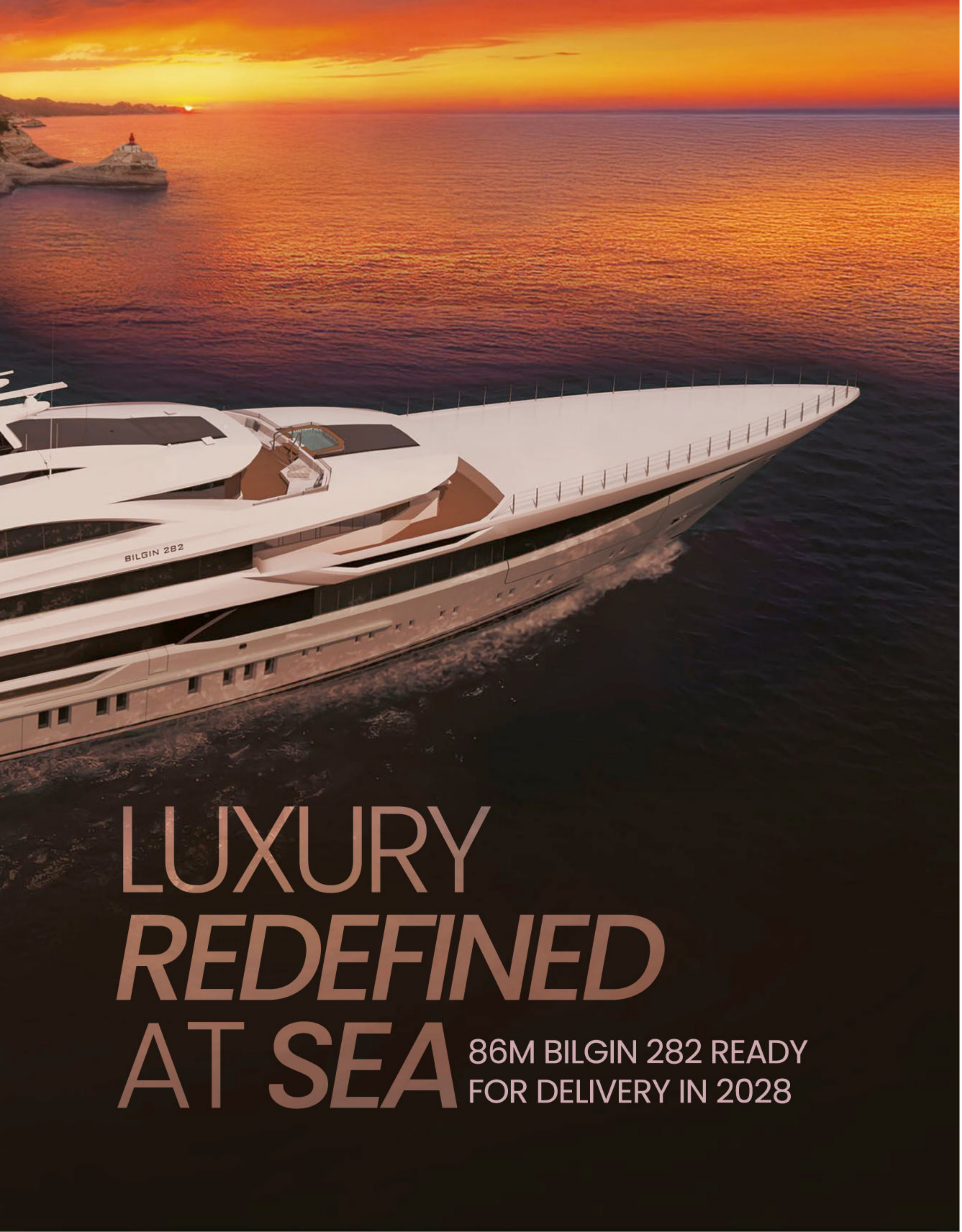
Currently in build for experienced hands-on owners, everything from the waterline upon this delightful 35-metre all-aluminium tri-deck superyacht has been custom-designed by Guido de Groot. A rich focus on outdoor leisure spaces, including a large swimming platform, is incorporated within an elegant explorer-like look. Safety is at a premium in this multi-generation family yacht with high bulwarks on the side decks, and smart colour separations instead of open railings. The rhythmic lines, complex surfaces and sculptural elements will be as relaxing to the eye as the lifestyle onboard.

VAN DER VALK

Contact our experience center
+31 (0)416 651 562, Waalwijk, the Netherlands
Find out more at **vandervalkshipyard.com**

BILGIN YACHTS

bilginyacht.com
sales@bilginyacht.com



LUXURY *REDEFINED* AT *SEA*

86M BILGIN 282 READY FOR DELIVERY IN 2028

Design & Innovation Awards 2025

41
The 2025 Design and Innovation Awards: the winners

Life's a beach club

60
The best beach clubs, from old favourites to new hotspots

68
The Agenda: events around the world for your diary

At ONE with ALL

88
On board *Santosha*, a couple's remarkable first yacht

Charter maths

116
How to turn a profit by chartering your superyacht

Good as gold

122
The amenity-rich Columbus packed with innovative tech

THE MULTI TASKER

138
Sanlorenzo's first 44X-Space blends adventure and fun

Don't shrug the shoulder!

154
Try something new between the Caribbean and Med seasons

ON THE COVER

41 The winners of the BOAT International Design & Innovation Awards
74 "I used to waterski to school" – the owner of 37.5-metre *No Destination*
88 Practice makes perfect: Heesen delivers on a 57-metre dream 20 years in the making
112 Charter Special: 2025's hot new launches
116 Which boats make money – and why

ON BOARD

28 Eye Opener
32 News: launches, concepts, new models and more
50 Behind the scenes at the Superyacht Design Festival
52 SDF designers rise to the challenge
54 Edit: stowable sailing boats

BOAT LIFE

60 Four beach clubs to set a course for
63 A new take on the classic Porsche 911
64 Property: Crete dials up the luxury
66 The Patek Philippe watch to watch
68 The Agenda: this month's events for your diary
70 Edit: tender essentials

OWNERS' CLUB

80 Members' Logbook
82 If it's risky, Eddie Jordan says do it

FEATURES

106 State of the charter market revealed
122 Charter yacht *Anjelif* bears the hallmarks of an experienced owner
138 Explorer in the front; party in the back – *La La Land* does it all

VOYAGE

153 Best by Boat: Anantara Mina Al Arab Ras Al Khaimah Resort, UAE
154 Five extraordinary things to see during the shoulder season
162 Voyage news
163 Chef's Secrets: Steve Harris
166 Edit: coastal wellness resorts

THE BITTER END

192 An anonymous owner writes...

ON THE COVER: 57-metre Heesen *Santosha*, photographed by Jeff Brown/Breed Media

cantieri di pisa
BUILD YOUR LEGACY
BREATHE
THE HERITAGE.
THE FUTURE.
THE FREEDOM.
cantieridipisa.com

In this issue

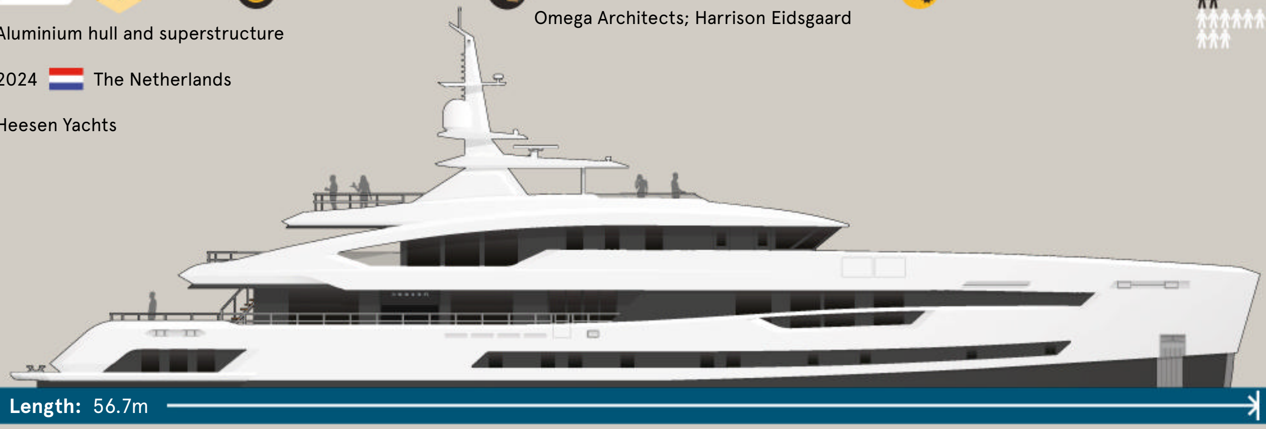
Santosha – p88

↕ 10.3m
780GT
22 knots
Aluminium hull and superstructure
2024 The Netherlands
Heesen Yachts

Heesen; Van Oossanen Naval Architects; Omega Architects; Harrison Eidsgaard

2 x MTU 16V 4000 M65L

●●●●●●●●●●
●●
○○○○○○○○○○
○○○



Length: 56.7m

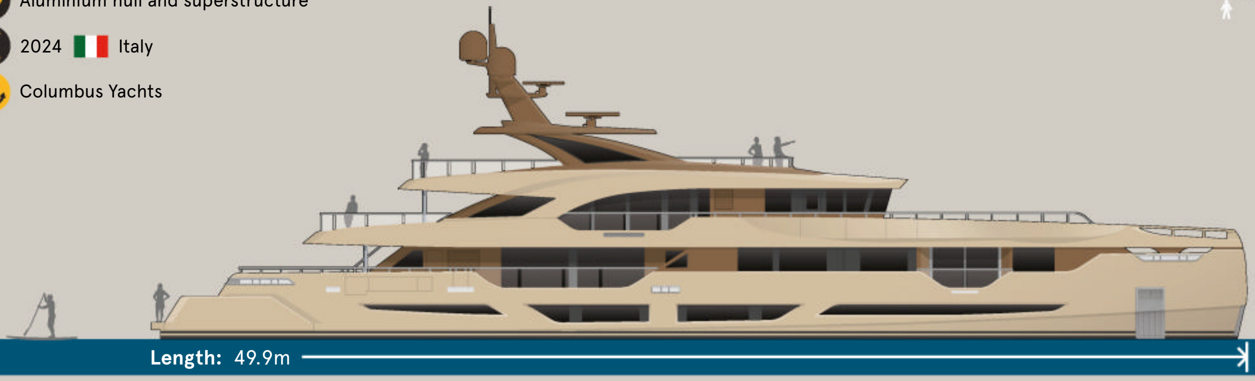
Anjelif – p122

↕ 9.06m
499GT
20.6 knots
Aluminium hull and superstructure
2024 Italy
Columbus Yachts

Columbus Yachts; Hydro Tec; Marco Casali Too Design; owner

2 x 1,939kW MTU 16V 2000 M96L

●●●●●●●●●●
●
○○○○○○○○○○
○



Length: 49.9m

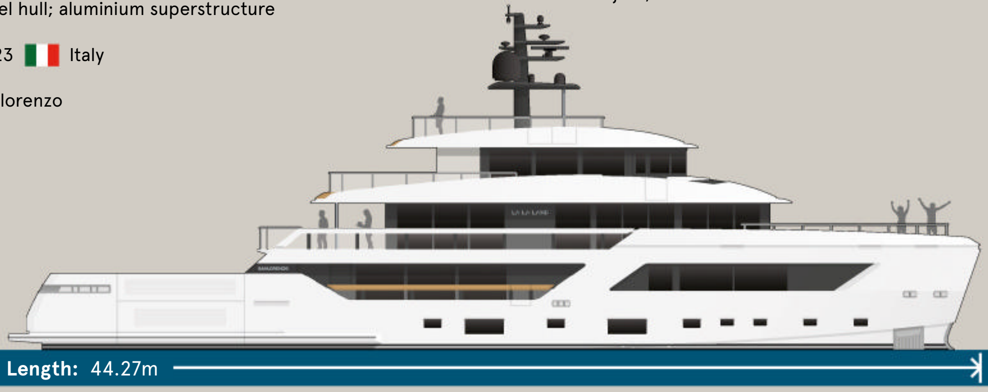
La La Land – p138

↕ 8.43m
499GT
15 knots
Steel hull; aluminium superstructure
2023 Italy
Sanlorenzo

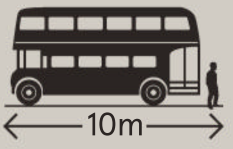
Sanlorenzo; Zuccon International Project; Lissoni & Partners

2 x Caterpillar C32 ACERT

●●●●●●●●●●
●●
○○○○○○○○○



Length: 44.27m



↕ **Beam**
Displacement
Gross tonnage
Max speed
Engines
Construction
Shipyard
Launched
Designer
● **Guests**
○ **Crew**

Illustration **Peter Glahn**

AMERICA'S FLAGSHIP HAS ARRIVED

THE ALL NEW W172 | 52M TRI-DECK

Designed with flexibility and charter in mind, the brand new W172 Tri-Deck accommodates twelve guests within six spacious staterooms including a main deck master with a private balcony. This next-generation yacht offers expanded onboard spaces, Gyro at-rest stabilization and an immense beach club.

THE WORLD AWAITS. DISCOVER IT WITH WESTPORT.

THE W SERIES OF YACHTS

W117 | 35M

W130 | 40M

W135 | 41M

W172 | 52M

+1 954.316.6364 | WESTPORTYACHTS.COM

YACHTS SINCE 1964 🇺🇸 HANDCRAFTED IN THE USA

WESTPORT YACHTS

BOAT
International

EDITOR-IN-CHIEF	Stewart Campbell
GROUP CREATIVE DIRECTOR	Christopher Whale
MANAGING EDITOR	Simon Ward
DEPUTY EDITOR	Caroline White
EXECUTIVE EDITOR	Charlotte Hogarth-Jones
LUXURY EDITOR	Belle Rice
TRAVEL & CHARTER EDITOR	Georgia Boscawen
EXECUTIVE EDITOR	Cecile Gauert
FASHION DIRECTOR	Fiona Rubie
EDITORS-AT-LARGE	Sacha Bonsor, Roger Lean-Vercoe
PRODUCTION EDITOR	Trevor Cooper
SENIOR ART DIRECTOR	Lee Franklin
DIGITAL ART EDITOR	Alex Wilson
SENIOR SUB-EDITOR	Kate Lardy
DIRECTOR OF PHOTOGRAPHY	Jordan Nathan Bamforth
PICTURE DESK INTERN	Kanako Hata
ONLINE	
CONTENT DIRECTOR	Lucy Dunn
ONLINE EDITOR	Holly Margerrison
COMMERCIAL CONTENT EDITOR	Hannah Rankine
BUSINESS EDITOR	Gabrielle Lazaridis
NEWS EDITOR	Dea Jusufi
CONTENT EDITOR	Emily Dawkins
HEAD OF SOCIAL MEDIA	Naomi Wilson
SOCIAL MEDIA EXECUTIVE	Phoebe Long
DIGITAL	
HEAD OF DIGITAL PRODUCT	Markus Lanser
LEAD DEVELOPER	Adriano di Lauro
RESEARCH DIRECTOR	Raphael Montigneaux
MARKET INTELLIGENCE DATA MANAGER	Susan Gatuguta-Gitau
DATA & LISTINGS EXECUTIVE	George Hampton
CRM & EMAIL MARKETING EXECUTIVE	Lewis Crosswell
CREATIVE AGENCY	
b.creative@boatinternationalmedia.com	44(0) 20 8545 9330

CONTRIBUTING EDITORS

Sir Ben Ainslie, Simon de Burton, Sam Fortescue, Peter Glahn, Jonathan Glynn-Smith,
Eddie Jordan, Risa Merl, Graeme Montgomery, Marilyn Mower, Jonathan Ray

---

BOAT International is published by Boat International Media Ltd. Copyright © Boat International Media Ltd. ISSN 0264-9136. All rights reserved. Reproduction in whole or in part without prior written permission from the publisher is strictly prohibited. Great care has been taken throughout the magazine to be accurate, but the publisher cannot accept any responsibility for any errors or omissions which might occur. Content presented under the "**BOAT Presents**" logo is an advertising feature and Boat International Media Limited has been paid to include this content. Colour separations by Rhapsody Ltd. Printed in the UK by Walstead Roche.

BOAT International (ISSN: 0264-9136) is published monthly by Boat International Media Ltd. Subscriptions: Boat International Subscriptions, 10 Furnival Street, London, EC4A 1AB, tel: +44 (0)20 8955 7077 (UK opening times Mon-Fri, 9am-5pm), shop.boatinternational.com/subscribe. Distribution: Seymour Distribution Ltd, 2 East Poultry Avenue, London, EC1A 9PT, tel: +44 (0) 20 7429 4000. *BOAT International* (ISSN No: 0264-9136, USPS No: 006-725) is published monthly by Boat International Media Ltd GBR and distributed in the USA by Asendia USA, 17B S Middles Ave, Monroe, NJ 08831. Periodicals postage paid at New Brunswick, NJ, and additional mailing offices. POSTMASTER: send address changes to BOAT International, 701C Ashland Ave, Folcroft PA 19032

AGNETHA
HEESEN
55M STEEL • AVAILABLE JUNE 2025
Agnetha

BOAT International

EXECUTIVE CHAIRMAN	John Paton
CHIEF EXECUTIVE OFFICER	Toby Moore
CHIEF OPERATING OFFICER	Tony Euden
HEAD OF FINANCE	David Waters
ACCOUNTANT	Mark Goulbourne

LONDON OFFICE +44 (0) 20 8545 9330

COMMERCIAL DIRECTOR	Luca Vasile
COMMERCIAL DIRECTOR, NEW BUSINESS, EVENTS & LUXURY	Harry Warburton
ACCOUNT DIRECTORS, LUXURY & MARINE	Leonardo Careddu, Jane Smith
ACCOUNT MANAGER	George Tsigris
SALES EXECUTIVES	Charlie Kitching, Hamilton Kavanagh
OFFICE MANAGER	Hannah Wood
SENIOR ART DIRECTOR, COMMERCIAL & EVENTS	Mark Gillman
SENIOR ART DIRECTOR, EVENTS	Jamie Kneale

DIGITAL OPERATIONS

PERFORMANCE MANAGER	Jenny McGowan-Downey
PROJECT EXECUTIVE	Izzi Marfe
LISTINGS ASSISTANT	Jacob Walker

DATA DIVISION – BOAT PRO

COMMERCIAL DIRECTOR	Heather Parkman
CLIENT SERVICE MANAGER	Tom Foy
ACCOUNT MANAGER	Louise De New
ACCOUNT MANAGER – NEW BUSINESS	Otto Allwood

FORT LAUDERDALE OFFICE
+1 (954) 522 2628

BUSINESS DEVELOPMENT EXECUTIVE	Steven Sumlin
SALES EXECUTIVE	Claudia Sanchez
OFFICE MANAGER	Lauren Cerrito

INTERNATIONAL REPRESENTATIVE

MILAN	Angelo Careddu

+39 02 87 45 43

PRODUCTION

PRODUCTION MANAGER	Stav Athanasiou

EVENTS AND MARKETING
+44 (0) 20 8545 9330

EVENT DIRECTOR	Clare Jempson
HEAD OF EVENT OPERATIONS	Amy Parsonson
EVENT PRODUCER	Johanna Sargeant
EVENT MANAGER	George Sallitt
AWARDS MANAGER	Ciara Hutchison Reid
EVENT CO-ORDINATOR	Abigail Hindmarch
EVENT ASSISTANT	Clement Rye
CLUB SECRETARY	Isobel Sinclair
MARKETING MANAGER	Daniel Webb
SALES & MARKETING EXECUTIVE	Harrison Walker

SISTER PUBLICATIONS: BOAT INTERNATIONAL US EDITION · DOCKWALK · BOAT INTERNATIONAL TURKEY
ANNUALS: THE SUPERYACHTS · CHARTERFLEET · SUPERYACHT INTERIORS · SUPERPORTS
UK OFFICE: 41-47 Hartfield Road, London, SW19 3RQ; +44 (0) 20 8545 9330; reception@boatinternationalmedia.com
BOAT INTERNATIONAL MEDIA IS AN INFORMA GROUP COMPANY

A whole other depth.
Yours.
A WHOLE OTHER STORY. YOURS.
TANKOA
ITALIAN YACHTS

JAFFA&CO

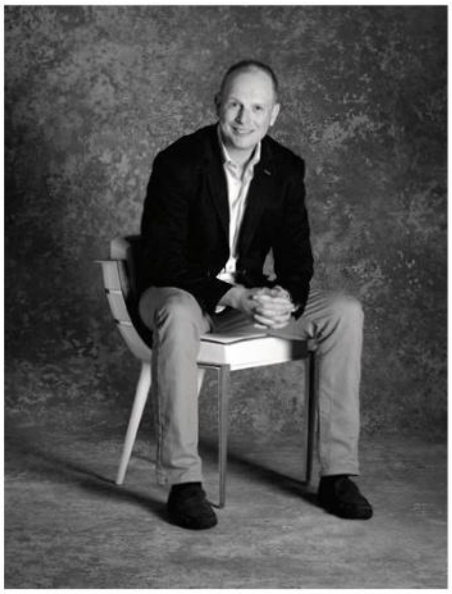
Superyacht & Aviation Lawyers

"Commercial and driven dealmakers and formidable litigators.
By far the most sensible and pragmatic lawyers in the market."

EXPERT LEGAL ADVICE | AWARD WINNING | RESPECTED GLOBALLY

www.Jaffa-Co.com Enquiries@Jaffa-Co.com +44 207 846 0341

BOAT
boatinternational.com/podcasts



One very savvy superyacht owner I know managed to charter his yacht for the St Barths Bucket and blag a cabin on board – earning both a charter fee and a free holiday, on his own yacht. It's a head-scratcher, but speaks to the lengths some owners will go to get their very expensive assets working for them. John Caudwell, owner of 73-metre *Titania*, once told me he'd cancel a week on his yacht at the last minute if a serious charter enquiry came in. I'm not sure I'm entirely on board with this "charter comes first" philosophy, but then again I've never had to run an asset that burns cash quicker than a government IT project. The sweet spot for the perfect charter yacht seems to be around 60 metres, according to the experts on page 116, which gets you all the goodies – big cabins, beach club, pool, wellness area and water toys. But all these lovely things on your checklist pale in comparison with the single most important component of a successful charter: crew. "Train people well enough so they can leave. Treat them well enough so they don't want to." This quote has been attributed to everyone's favourite billionaire hippy Sir Richard Branson, but whether he said it or not is irrelevant – it rings very true in the superyacht world. There's nothing as reassuring to a charter client as being welcomed on board by the same team that served them the previous season. Whether you're an experienced owner of a charter yacht or someone getting into the game, we've got you covered this issue. Turn to page 105 for a feast of charter insights and advice.

Stewart Campbell.

PHOTOGRAPHY: TIM BARKER. CARBON DINING CHAIR BY GOSLING MARINE, TGOSLING.COM

Julia Zaltzman

UK-based Julia is a freelance writer specialising in yachting and luxury travel. For this issue, she reveals some exciting yachts newly available for charter (*page 112*).

Which of the yachts would you most like to charter yourself?
Rossinavi's *Polestar* turns my head. Aside from its super-sleek looks, I'm a sucker for a great wellness, leisure and water toy offering, not to mention the freedom to cruise anywhere in the world with ease

Where would you go first in it?
It would be a crying shame not to put the yacht's Ice Class hull through its paces in Greenland or Norway. That said, diving Costa Rica's untouched Osa Peninsula features high on my wish list

What's the most interesting trip you've been on as a writer?
My first visit to Cambodia this year took my breath away. The notable differences from my everyday norm – the calm and quiet streets (it's considered rude to shout), the Khmer Buddhist philosophy, king prawn pho for breakfast – left me wanting more

What one thing would most people not know about you?
I'm not a natural yachtie, which is perhaps odd for a yachting journo. I'm least comfortable in the wind, cold and wet, but somehow I've made boats my bag!

Andrew MacDowall

Andrew is a London-based consultant, writer and founding director of Toros Advisory, which helps clients identify opportunity and manage risk in markets around the world. In this issue, he checks in with experts about the state of the charter market (*page 106*).

What surprised you most in your research for this feature?
The continuously strong growth of the charter market is truly impressive, with an increase of 70 per cent between 2021 and 2024

Describe your dream charter
I'm infatuated with the Med so almost anywhere there would do. Obviously I'd go with my wife and children but, failing that, I have a group of adventurous friends with whom I've explored France's Cathar country, Borneo and the Mekong Delta. The boat would need a good chef and wine cellar

If you could sit down to lunch with anyone, who would it be?
My paternal grandfather died not long before I was born. He was quite a character and had various adventures in the Soviet Union between the wars. I would have loved to have met him

What do you like most about your job as a business journalist?
I get to talk to a lot of interesting people who are experts in their varied fields, and that is fascinating

Josh Czachur

Josh is a British photographer specialising in superyacht and luxury property photography. Since 2016, he has been exclusively working with London-based Breed Media, capturing yachts and high-end properties worldwide with his clean and bold aesthetic. For this issue, he collaborated with Jeff Brown of Breed Media to take our cover shot of 56.7-metre Heesen *Santosha*.

What did you enjoy most about the *Santosha* shoot?
The location at Sandy Cay near Nassau in the Bahamas

If you could photograph anyone or anything in the world, who or what would it be?
A Red Bull-style expedition shoot with mountaineering athletes such as skiers. That would be awesome

What's the most awkward situation you've ever been in while trying to get a shot?
Watching a drone drop into the ocean sucks!

What do you do to unwind?
I enjoy long-distance treks. The Everest base camp walk and the Torres del Paine National Park in Patagonia are my favourites to date

What was your first job and the worst job you ever had?
The first job I had was a paper round – and actually that was also the worst job I ever had

Risa Merl

A contributing editor to *BOAT International*, Risa writes about boats, travel and wellness. For this issue, she goes on board with Michael "Big Mike" Miniea for our Owners' Club profile (*page 74*).

What impressed you most about Big Mike when you met him?
He's proof that taking the road less travelled can lead to a phenomenal life. From starting competitive powerboat racing at 13 years old to rebuilding a commercial vessel, he's always done things his own way and it's paid off in spades

The most memorable time you've spent with a superyacht owner?
Cruising Desolation Sound with Mark Sager, owner of the classic Burger *Oriana*. This stretch of Canadian coastline is anything but desolate, and it was a treat to be shown first-hand by Sager, who has been travelling there his entire life, what makes it so special

How many countries have you visited?
I'm just back from visiting my 52nd country, Oman, where I went to a see a certain private yacht that we'll be covering in a future issue

Last book you read?
Blue Mind by Wallace J Nichols, which explores the fascination that humans have with being near the water – a feeling that everyone who loves yachts can relate to

EYOS

INDONESIA 2025 | LAMIMA

eyos.com

Eye Opener

The Aga Khan IV, 1936 – 2025

Prince Karim al-Hussaini Aga Khan IV, who died in early February, is pictured here with his wife Salimah on their yacht in the waters off Porto Cervo, Sardinia, in 1971. The 49th hereditary Imam of the Ismaili Muslims, the Aga Khan is believed to be the direct descendant of the Prophet Muhammad. Prince Karim inherited this near-divine status at age 20 while studying Islamic History at Harvard University. He became a spiritual leader, business magnate and billionaire philanthropist – having founded the Aga Khan Development Network, the largest private network dedicated to the elimination of global poverty.

The Aga Khan was also renowned within the superyacht industry. In 1967, he co-founded the Yacht Club Costa Smeralda as a non-profit sporting association for fellow sailing enthusiasts. He also owned several yachts throughout his life, *Alamshar* being perhaps his most famous build. The 50-metre was delivered in 2014 as the only all-gas-turbine-powered yacht in the world and is one of the longest yacht constructions ever recorded, with works spanning approximately 13 years. *Alamshar* can reach impressive top speeds of more than 45 knots (she could reportedly hit between 60 and 70 in her prime), with naval architecture by Donald L Blount and a design by British studio RWD and Turin-based Pininfarina.

But the Aga Khan IV was perhaps best known as the man who, together with a small consortium of others, bought a strip of pristine land on Sardinia's northern coast and developed it into what we know today as the Costa Smeralda. "After my grandfather died I found the work so onerous, and there was so much misunderstanding here about the Imam and the Ismailis, that I felt I had to find a place where I could go and not be disturbed," he told *The Sunday Times* in 1965. "We found the place so beautiful, and we were so happy that we decided we had to be very careful… We hope that in 12 years' time we will get what we want out of the place: a nice property for ourselves, which at the same time does not lose money."

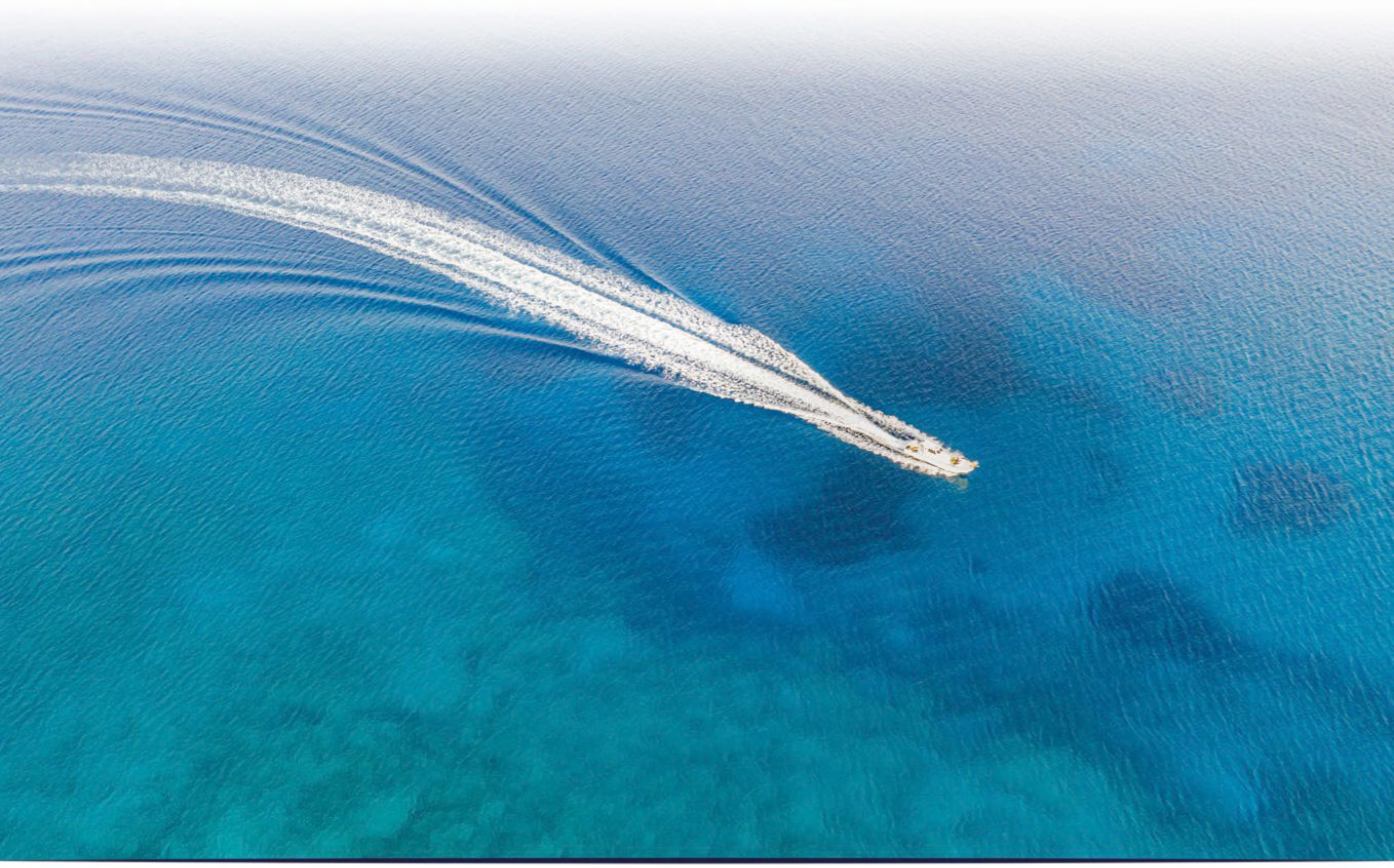
He certainly achieved that goal. The Aga Khan IV is succeeded by his eldest daughter Zahra and sons Rahim al-Hussaini Aga Khan and Aly Muhammad.

Photography

Patrice Picot/Gamma-Rapho

via Getty Images

NavalHEAD
INTERNATIONAL



DREAMSHAPERS OF

OVER 300 YACHTS LAUNCHED IN 15 YEARS

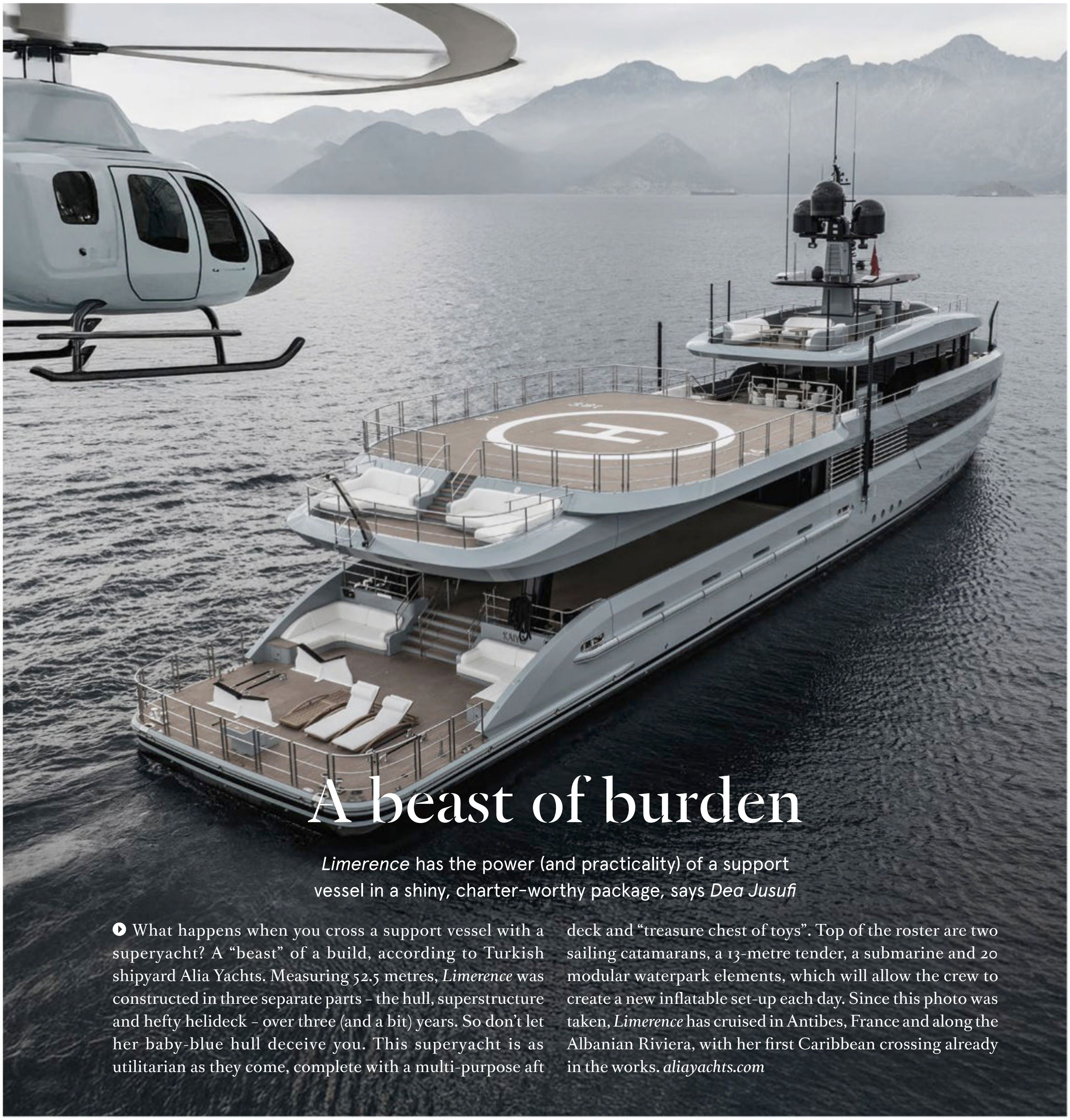
info@navalhead.it

Via San Nicolò 33 - 34121 Trieste

www.navalhead.com

On Board

Revealing the latest news, trends and tech



A beast of burden

Limerence has the power (and practicality) of a support vessel in a shiny, charter-worthy package, says *Dea Jusufi*

What happens when you cross a support vessel with a superyacht? A "beast" of a build, according to Turkish shipyard Alia Yachts. Measuring 52.5 metres, *Limerence* was constructed in three separate parts – the hull, superstructure and hefty helideck – over three (and a bit) years. So don't let her baby-blue hull deceive you. This superyacht is as utilitarian as they come, complete with a multi-purpose aft deck and "treasure chest of toys". Top of the roster are two sailing catamarans, a 13-metre tender, a submarine and 20 modular waterpark elements, which will allow the crew to create a new inflatable set-up each day. Since this photo was taken, *Limerence* has cruised in Antibes, France and along the Albanian Riviera, with her first Caribbean crossing already in the works. *aliayachts.com*

PHOTOGRAPHY: ALIA YACHTS/POZITIF STUDIO

Edited by Caroline White

Loving life

An explosion of colour crowned *Amor à Vida* as she touched the water for the first time at CRN's facilities in Ancona, Italy. The 67.6-metre is the brainchild of Italian studio Nuvolari Lenard, responsible for her undisclosed interiors and sloping, powerful exterior. For now, details on the full-custom superyacht are scarce. A six-deck, 1,450GT layout has been confirmed, alongside a "state-of-the-art" hybrid-propulsion system and accommodation for 12 guests and 17 crew. *Amor à Vida* is scheduled for delivery in spring 2025. *crn-yacht.com*

APRIL

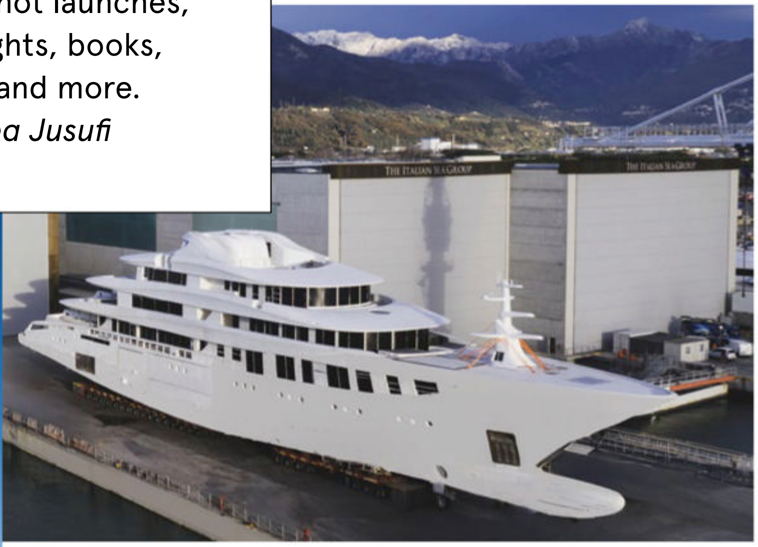
NEWS

The latest superyacht concepts, hot launches, yard insights, books, events and more.

By *Dea Jusufi*

Aqua vitae

Admiral, a brand of The Italian Sea Group, has announced the launch of its 78-metre flagship. An aqua blue hull by Sinot Yacht Architecture & Design sets this custom build apart, as does her diesel-electric system with variable speed generators, Azipods and batteries for silent, emission-free anchoring. Other desirables include a six-metre swimming pool, spa, dive area, gym and touch-and-go helipad. *admiral-yachts.com*



Peek at Project Galileo

The 82-metre Project Galileo has entered outfitting at Admiral's facility in Marina di Carrara, Italy. There, the yacht will be fitted with "cutting-edge" technology and receive the final touches to her custom Bannenberg & Rowell interiors. When finished, it will feature a waterfall that links two of the four pools on board – one of which measures 7.5 metres in length – and an underwater cinema lounge. Accommodation includes a 130-square-metre owner's deck. *admiral-yachts.com*

Dockwalk Crew Creator Awards 2025

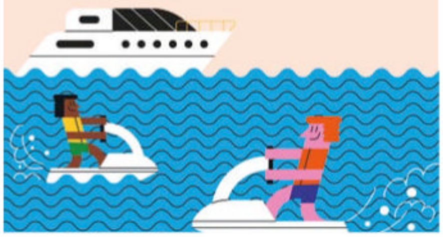
The winners of the inaugural Crew Creator Awards have been announced. The competition, organised by *BOAT International* sister publication *Dockwalk*, celebrates and recognises the exceptional achievements of yacht crew worldwide, both within their professional roles and beyond. Congratulations to all the well-deserved winners!

ENTERPRISE OF THE YEAR
For innovative businesses founded by current or former crew
***Winner** Oceanform*

INITIATIVE OF THE YEAR
Honouring impactful non-profit efforts by active crew
***Winner** Dock, Walk and Donate*

CREW CREATOR OF THE YEAR
Recognising creative and engaging content in the yachting world
***Winner** Madison Steadman*

JUDGES' COMMENDATION
Captain Kelly Gordon



New rules in Svalbard

IN BRIEF

Q: What's happening in Svalbard, Norway?
A: The Norwegian government has introduced new environmental regulations to protect the archipelago's fragile Arctic ecosystem. The changes include passenger number limits, helicopter restrictions and bans on drones, breaking fast ice and attracting or disturbing polar bears.

Q: How does this affect visiting superyachts?
A: Visiting superyachts and charters will need to adhere to these new regulations to safely explore the waters surrounding Svalbard and avoid infringement fees. It is recommended to hire a specialist guide and/or liaise with the Association of Arctic Expedition Cruise Operators (AECO) before planning your voyage.
sysselmesteren.no/en

CHARTER ACTIVITIES IN SVALBARD
Dog sledding; snorkelling with seals; glacier hiking

Spotlight: New to the market

Listings by *Holly Margerrison*

PROJECT MASTER

€99,500,000

For sale with **Fraser**, a conversion project underway at Icon Yachts is transforming the offshore rescue ship *Ocean Ness* into a capable 69.5-metre explorer yacht.

CONDOR A

€6,350,000

Newly listed with **Camper & Nicholsons**, the 42.4-metre Tecnomar was built for an experienced owner in 2009 and has only been used privately since. She had an extensive refit in 2024.

JAGUAR

€21,500,000

The 56-metre Benetti has rejoined the market with **Fraser** and **Edmiston**. She sleeps 14 guests, with a full-beam main-deck master with an office and private access to the gym.

NEXT CHAPTER

$3,495,000

Listed for sale in "like-new condition" with **IYC**, the 29.6-metre Hargrave joins the market following a comprehensive refit. The yacht boasts exceptional exterior space.

MERELEY I

€13,950,000

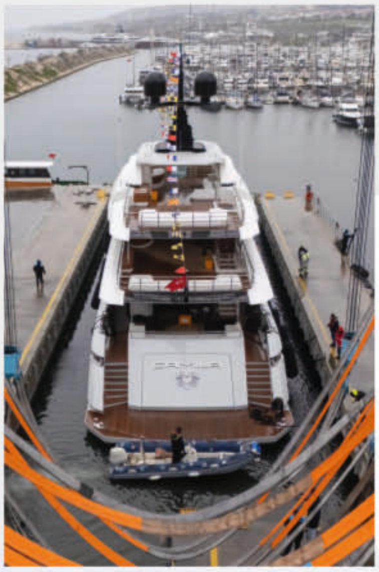
Built on spec and launched in 2024 by AES Yacht, the 34.6-metre pocket explorer designed by Hot Lab rejoins the market under the new central agency of **Northrop & Johnson.**

PHOTOGRAPHY: MAURIZIO PARADISI; LORENZO TAMPUCCI; THE ITALIAN SEA GROUP; COOKSON ADVENTURES

>>

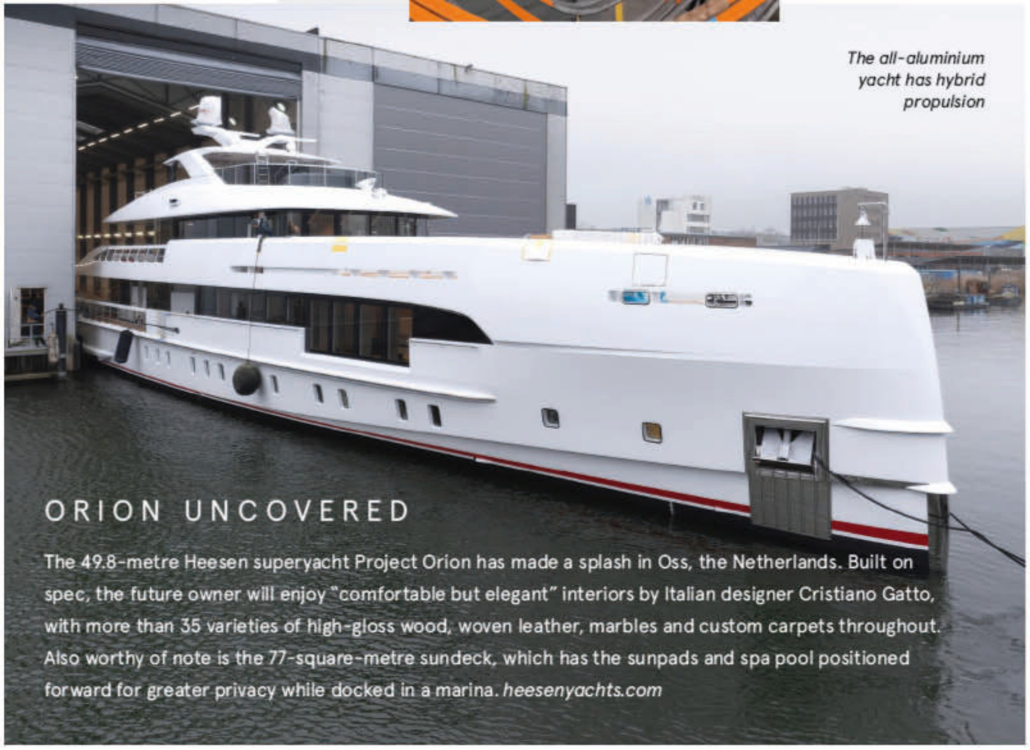
TWO'S COMPANY

Turkish shipyard Bilgin Yachts has launched the second unit in its Bilgin 163 series, christened *Camila*. The 49.9-metre has a sporty look by Turkish studio Unique Yacht Design, achieved primarily through the 21-metre-long sundeck and other extra-large exterior areas. Meanwhile, Hot Lab handled the interior design, which includes a floating staircase, sundeck skylight and statement chandelier in the main lobby, among other special features. *Camila* follows in the footsteps of sistership *Eternal Spark*, which debuted at last year's Monaco Yacht Show. *bilginyacht.com*



American Magic's AC75 Patriot

Finnish yard Nautor Swan has announced a partnership with American Magic, the US challenger for the 36th and 37th AMERICA'S CUP. The pair intend to "energise sailing" in the US, starting with the development of a new ClubSwan 28 regatta series.



The all-aluminium yacht has hybrid propulsion

ORION UNCOVERED

The 49.8-metre Heesen superyacht Project Orion has made a splash in Oss, the Netherlands. Built on spec, the future owner will enjoy "comfortable but elegant" interiors by Italian designer Cristiano Gatto, with more than 35 varieties of high-gloss wood, woven leather, marbles and custom carpets throughout. Also worthy of note is the 77-square-metre sundeck, which has the sunpads and spa pool positioned forward for greater privacy while docked in a marina. *heesenyachts.com*

EVENT

Barcelona Golf Invitational

The second edition of the Barcelona Golf Invitational, presented by BOAT *International* and Voly Group, will take place from 14 to 15 May 2025. The event will bring together yacht owners, captains and the wider industry for a friendly golf tournament at one of Spain's premier golf resorts. *boatint.com/luxuryevents*

Spotlight: Seriously for sale

CAIPIRINHA

$52,880,000

Delivered in 2009, the 60-metre Lürssen has had a $7,110,000 price drop as she rejoins the brokerage market with **Burgess** and **SuperYachtsMonaco**.

SODAN

€12,950,000

The 38.4-metre Custom Line had a further €1,550,000 price reduction, listed for sale with **Burgess**. Hull No 8 in the 120 series, she was launched in 2023.

KASIF

€19,500,000

The 41.9-metre from Bilgin Yachts, listed for sale with **Fraser**, has had a further €1,400,000 price drop. The full displacement steel hull yacht was delivered in 2023.

MILLESIME

€6,500,000

Listed for sale with **Pelagia Yachting**, the 37-metre Couach has had a further €1,490,000 price drop. She has a welcoming aft deck and large sundeck.

MINI Y

€6,750,000

Delivered from Baltic Yachts in 2018, the 26-metre sloop has had a price drop of €500,000, listed for sale with **Edmiston**. Lightweight, she can sail at 15 knots.

Port City Columbo

Set sail for Sri Lanka

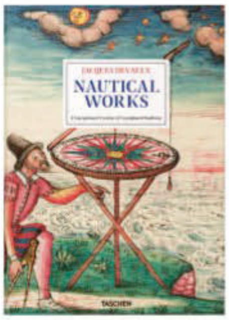
Sri Lanka has broken ground on a new marina development in Port City Colombo. An array of modern facilities such as bars, restaurants and retail outlets will sit alongside 200 berths for medium to large vessels, with the aim of elevating Sri Lanka's marine tourism, attracting foreign investment and creating "thousands of direct and indirect jobs". The marina is scheduled for completion in 2027. *portcitycolombo.lk*

$120,000,000

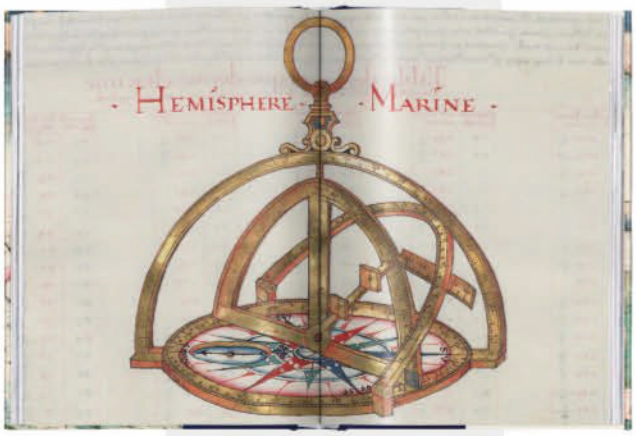
The cost of the Port City Colombo marina development in Sri Lanka

BOOK

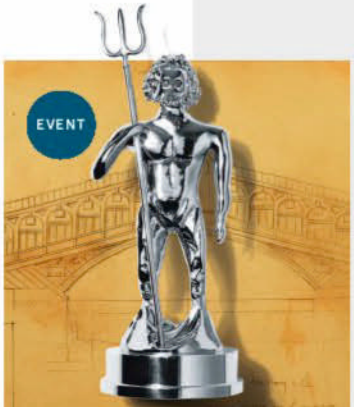
The science of seafaring



Published in 1583, *Nautical Works* was an encyclopaedic marvel created for the royal patrons of French naval pilot Jacques Devaulx. The loose-bound pages brimmed with elaborate illuminations, oceanic maps and volvelles (wheel charts) – an early example of the paper analogue computer. This edition, produced with the Bibliothèque Nationale de France, reproduces each of the 31 folios in all their brilliant art and science. *£60, taschen.com*



EVENT



2025 World Superyacht Awards

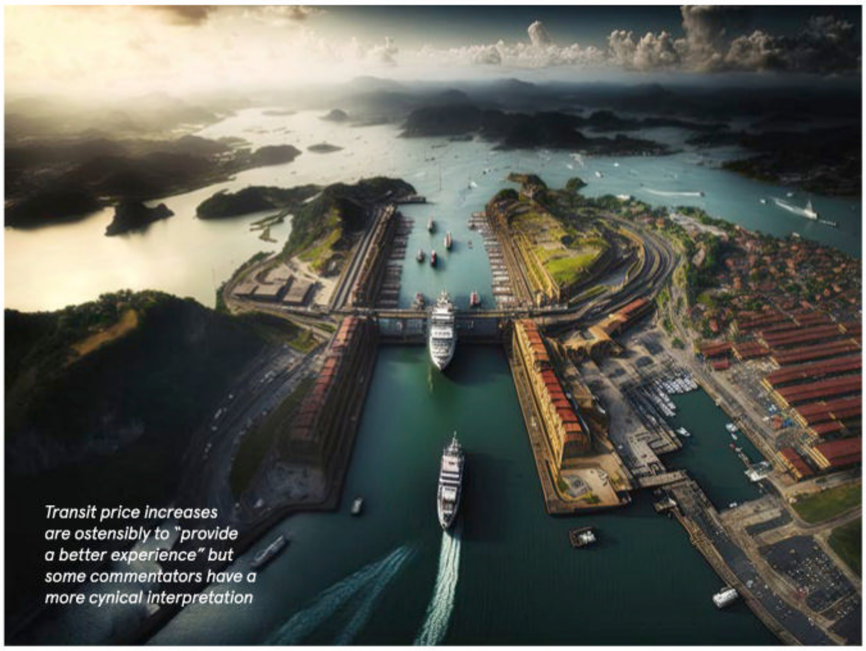
The 20th edition of the World Superyacht Awards, in association with Acquera Club, The Italian Sea Group and Maddox, will return to Venice, Italy, from 2 to 3 May 2025. The acclaimed event is distinguished from all other yacht awards thanks to a judging panel comprising current and former superyacht owners. Buy tickets at *worldsuperyachtawards.com*

CLEAR FOR LAUNCH

The first Atlantique 47 model has hit the water in Ancona, Italy. Built by Columbus Yachts, a brand of Palumbo Superyachts, *Acqua Chiara* has a taut, stern-focused exterior said to be inspired by sailing yachts. The main deck aft has several outdoor spaces to choose from, including a sheltered dining area, a pool lounge and a swim platform with a transformer that sits 50 centimetres above the water. Milanese studio Hot Lab is behind both the exterior and interior design. *columbusyachts.it*

ACQUA CHIARA

PHOTOGRAPHY: RUBEN GRIFFIEON; RICARDO PINTO/AMERICA'S CUP; RANDY-KINNE-CBVNC8VOHUI-UNSPLASH_BW.JPG



Transit price increases are ostensibly to "provide a better experience" but some commentators have a more cynical interpretation

Trump has accused the Panamanian government of "severely overcharging" American ships

Feeling the squeeze

How will superyachts be affected by new price increases to transit the Panama Canal? *Gabrielle Lazaridis* investigates

50%

The decline in superyacht crossings January to November 2023 compared to the same period in 2022

In a typical year, between 13,000 and 14,000 ships will use the Panama Canal to travel between the Atlantic and Pacific oceans, but in 2023 a record dry spell forced the Panama Canal Authority (ACP) to lower its daily capacity by nearly half. The aim was to conserve the Gatún Lake waters used to operate the locks.

The disruption caused a significant backlog of ships on either side of the canal with delays of up to three weeks. Several vessels without a pre-booked transit tried to secure a last-minute slot via the ACP's auction system, but the surge in demand drove prices as high as $4 million (£3.1m) from base prices of $15,000 to $93,500 depending on the size of vessel.

By the end of November, BOATPro's Global Fleet Tracker indicated a 50 per cent decline in the number of superyacht crossings compared to the previous year – though the disruption was short-lived. Following the return of the rainy season last year, BOATPro showed a complete recovery in yacht traffic within one year of the restrictions going into effect, and according to Hill Robinson general manager Giles Hunt, private yachts would likely not have felt many effects of the drought. "Cruising itineraries are planned fairly far in advance, especially for travel to the Pacific, [so] I don't think owners would have been affected much at all," he explained. But the event did highlight how much operators are willing to pay, in extremis at least.

In 2025, yacht owners are facing a new round of price increases and additional fees, which has drawn widespread criticism from users of the canal. Among the most vocal is US president Donald Trump, who accused the Panamanian government of "severely overcharging" American ships, among other issues.

As of 1 January, "regular vessels" with a beam of less than 27.74 metres (for reference, the world's largest private yacht by volume, *Dilbar*, has a beam of 24 metres) are required to pay a transit reservation fee of $12,000, up from $10,500. The ACP has also implemented a series of new charges, including one in the case of cancellations and one that allows vessels to "swap" bookings. The changes were marketed as a means of "providing a better experience" for customers and ensuring the efficient use of canal resources, but freight analyst Ross Griffith feels the price increase is somewhat arbitrary.

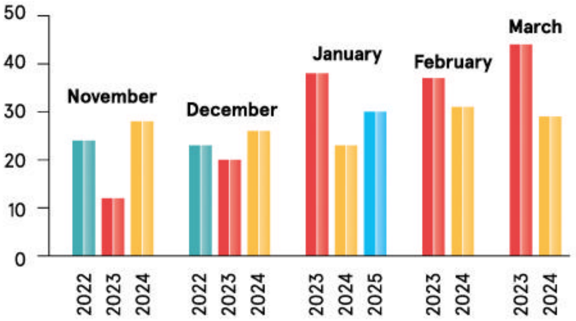
"You might say it sounds like [the ACP] is making more money now, so why would they want to change [the system] back when shippers are willing to pay these new costs," says Griffith. "The ACP might also be responding to the fact that vessels are routing away from the Suez Canal, which might be giving them more confidence about raising their prices."

Still, the ACP appears to be targeting sectors with larger vessels, such as maritime trade. Barrett Wright, president of yacht management firm Hill Robinson's US division, says fees for private yachts are rising at a comparatively slower rate and should not pose too much trouble for owners.

↘ Brokerage market insights

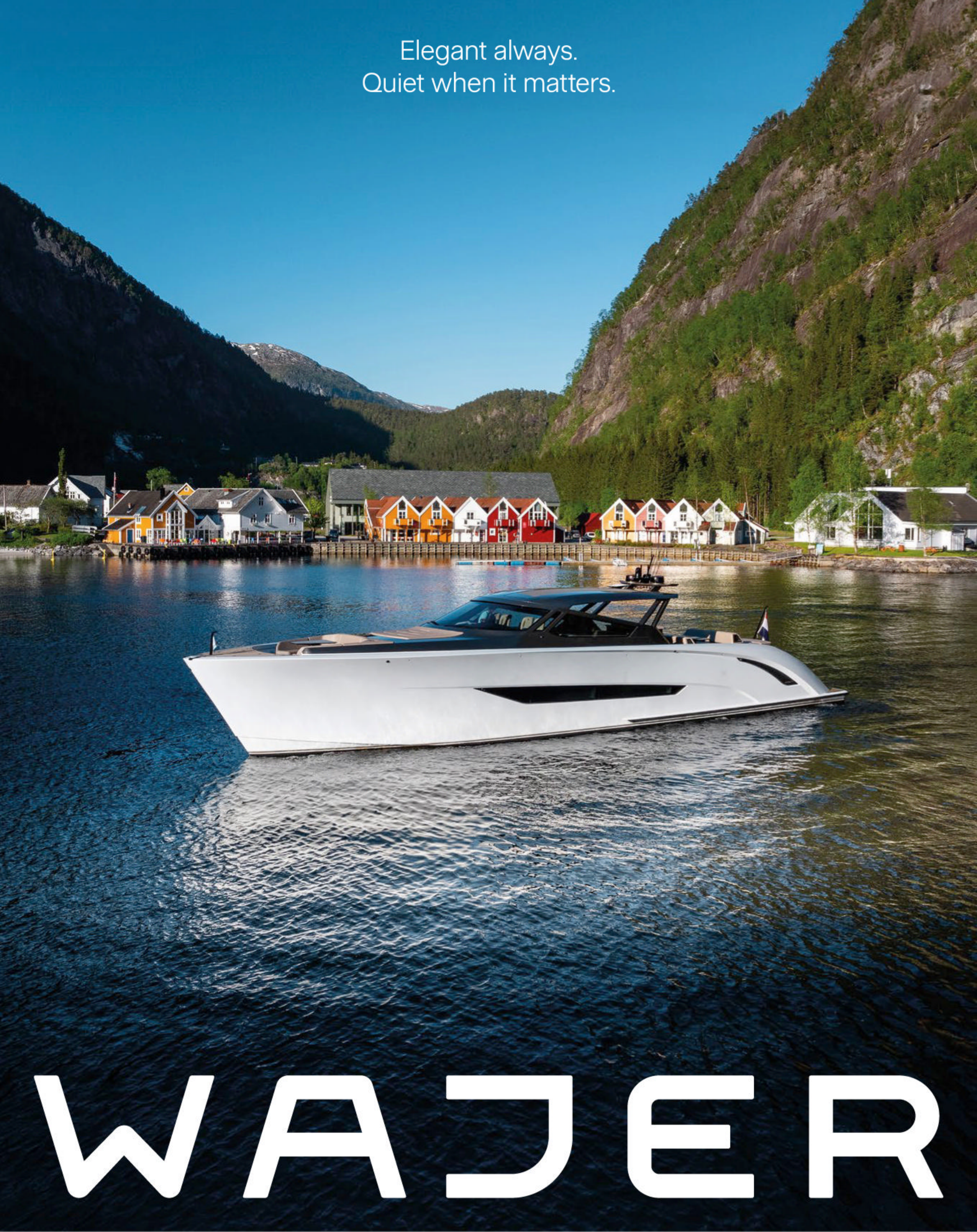
>> Every business is different – and that's why BOATPro can be tailored to suit your needs. Our combination of ready-made reporting and customisation means that you can use our data to build the reports you need. Get in touch with our team to see how we can help you.

NUMBER OF YACHT TRANSITS (24M+)



PHOTOGRAPHY: ADOBE STOCK; CHIP SOMODEVILLA/GETTY IMAGES

↘ BOAT PRO FIND OUT MORE BOATINT.COM/BOATPRO


Elegant always.
Quiet when it matters.
WAJER

VRIPACK
YACHT DESIGN

BOAT
DESIGN &
INNOVATION
AWARDS
2025 WINNER

"Special one is unique in her scale and scope...there's simply nothing like it."

Judges comment for the award of Best Naval Architecture

GOLF
INVITATIONAL
BOAT
VOLY
GROUP

14 - 15 May 2025, Barcelona, Spain

THE BARCELONA GOLF INVITATIONAL RETURNS

A two-day event and chance to play one of Europe's most prestigious golf courses, the Camiral Golf & Wellness Resort, Barcelona, Spain.

TICKETS AND TEAMS AVAILABLE – BOOK NOW TO JOIN US!

BOATINT.COM/GOLF

EVENT PARTNERS

PINMAR SOUTH WAKE

3
x_3
v_3 4
s_2
Δy_2
2
β_2
4
35

Design & Innovation Awards 2025

This year's winners, as revealed at the Superyacht Design Festival

The BOAT International Design & Innovation Awards puts a spotlight on the specialist design skills of the industry's most talented teams, highlighting innovative and forward-thinking yacht design. This year was no exception, as the judges rewarded boats that presented new ideas, while still holding on to principles that made for cohesive and pleasing design. To win over our expert panel of judges, it was not enough to showcase novelty for novelty's sake – design innovations must be something that will move the industry forward as a whole.

The judges were able to step on board a record number of yacht entries this year, taking the time to assess their design attributes first hand. This was complemented by analysing the submitted statements of designers, builders and owners, along with photos, videos, renderings and general arrangements. The breadth of entries made for lively debates during the judges' meeting in London. Even to be shortlisted as a finalist is a worthy feat, and when it came time for scoring, there was often little separating the winner from the runners-up.

As co-chairs of the programme, we personally thank our judges, all of whom volunteer their time, for their unwavering dedication and the wealth of knowledge they bring. We also greatly appreciate the designers and shipyards for making the effort to submit their work.

Cecile Gauert, editor *BOAT International*, US Edition
Charlotte Hogarth-Jones, executive editor, *BOAT International*

EVENT PARTNERS

OLIVERI
KMF KREATIVE METALLFORM
F/YACHTING
LÜRSSEN
metrica
OCEAN ALEXANDER
DUNYA YACHTS
CANTIERE DELLE MARCHE
COMPASS TENDERS
FEADSHIP ROYAL DUTCH SHIPYARDS
Benetti
VIDEOWORKS
FEMA MARINE
PARAGON STUDIO
MB92 GROUP
VOLVO PENTA

TROPHY DESIGN PARTNER

LASVIT

>>

Outstanding Exterior Design, Motor Yachts 24m to 41.9m

◄ **TELLI** 38.8m

Exterior designer **Filippo Salvetti Design**
Naval architect **Custom Line** Builder **Custom Line**

Outstanding Exterior Design, Motor Yachts 42m to 51.9m

▲ **SAN** 45m

Exterior designer **Sinot Yacht Architecture & Design**
Naval architect **Lateral Engineering** Builder **Alia Yachts**

Outstanding Exterior Design, Motor Yachts 52m to 69.9m

▲ **SANTOSHA** 57m

Exterior designer **Omega Architects**
Naval architect **Heesen Yachts / Van Oossanen Naval Architects** Builder **Heesen Yachts**

Outstanding Exterior Design, Motor Yachts 70m and above

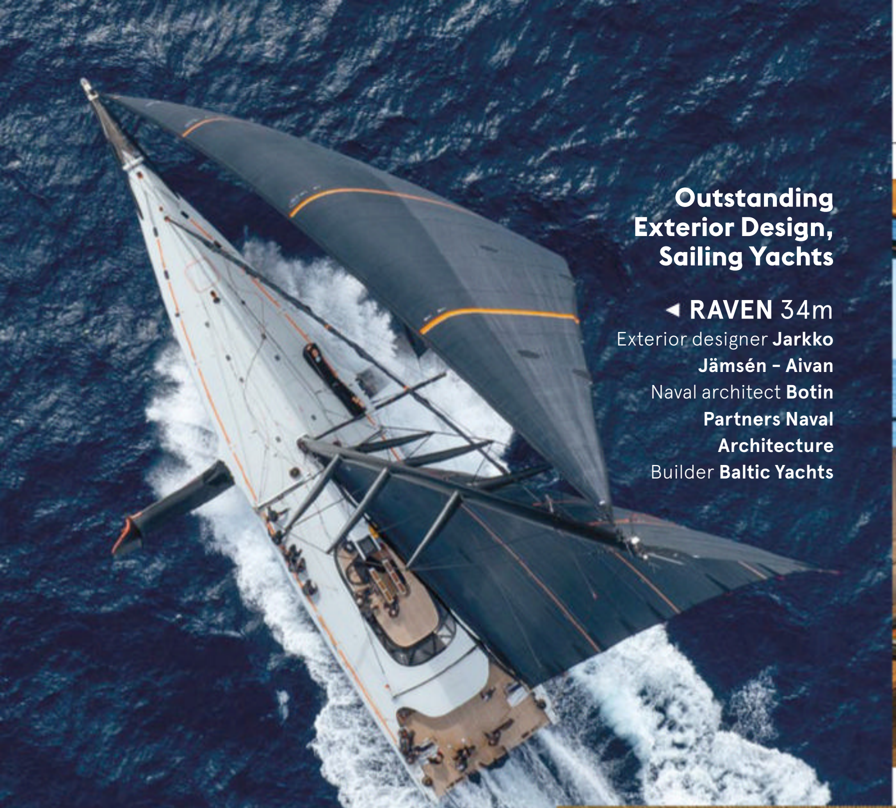
◄ **KISMET** 122m

Exterior designer **Nuvolari Lenard**
Naval architect **Lürssen** Builder **Lürssen**

PHOTOGRAPHY: XXXXXXXXXXX

THE JUDGES

CRISTINA DE BASTO, *vice president, De Basto Designs;* **JOZEPH FORAKIS**, *founder & president, Jozeph Forakis Design;* **CHRIS GARTNER**, *yacht captain;* **CLAIRE GERMAN**, *CEO, Design Centre Chelsea*



Outstanding Exterior Design, Sailing Yachts

◄ **RAVEN** 34m
Exterior designer **Jarkko Jämsén – Aivan**
Naval architect **Botin Partners Naval Architecture**
Builder **Baltic Yachts**

Best Interior Design, Motor Yachts 499GT and below, 24m to 39.9m

▲ **TELLI** 38.8m

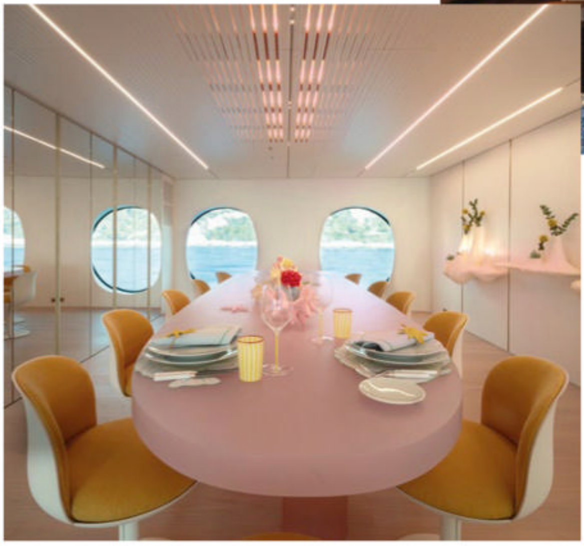
Interior designer **ACPV Architects**
Naval architect **Custom Line**
Builder **Custom Line**

Best Interior Design, Motor Yachts 499GT and below, 40m and above

◄ **KING BENJI** 46.7m
Interior designer **Design Unlimited**
Naval architect **Gregory C Marshall Naval Architect**
Builder **Dunya Yachts**

Best Interior Design, Motor Yachts 500GT and above

▼ **KASPER 7** 67m
Interior designer **Askdeco**
Naval architect **Benetti**
Builder **Benetti**



Best Interior Design, Sailing Yachts

RAVEN 34m ►
Interior designer **Jarkko Jämsén – Aivan**
Naval architect **Botin Partners Naval Architecture**
Builder **Baltic Yachts**

Harbour, London; ***FABRIZIO GIUGIARO****, president & creative director, Giugiaro Architettura;* ***TIM GOSLING****, director, Gosling Limited;* ***STUART KING****, director, Technical Marine UK*

PHOTOGRAPHY: MAURIZIO PARADISI; REDCHARLIE MEDIA; GEORGES VAN WENSVEEN; BLUEPROD; TOM VAN OOSSANEN; JEFF BROWN/BREED MEDIA; SILVANO PUPELLA; DAN-ERIK OLSEN

>>

THE WINNERS

Best Naval Architecture, Semi-Displacement or Planing Motor Yachts

▲ **SPECIAL ONE** 52m
Naval architect **Vripack**
Builder **Royal Huisman**

Best Naval Architecture, Displacement Motor Yachts

KASPER 7 67m ▶
Naval architect **Benetti**
Builder **Benetti**

Best Naval Architecture, Sailing Yachts

▶ **RAVEN** 34m
Naval architect **Botin Partners Naval Architecture**
Builder **Baltic Yachts**

THE JUDGES

CYRIL LE SOURD, *co-founder, SPARK Marine;* **SABRINA MONTELEONE-ØINO**, *founder, Sabrina Monte-Carlo;* **MARILYN MOWER**, *former chair of the awards; contributing editor,* **BOAT International**;

PHOTOGRAPHY: GUILLAUME PLISSON; TOM VAN OOSSANEN; GIULIANO SARGENTINI; DRONE ACTIVITY: NAUTOR SWAN

Best New Series

CANTIERE DELLE MARCHE FLEXPLORER 146 44.3m ▶

Exterior designer **Hydro Tec**
Interior designer **Francesco Paszkowski**
Design in collaboration with Margherita Casprini
Naval architect **Hydro Tec**
Builder **Cantiere delle Marche**

Multihull of the Year

ARTEXPLORER ▶
46.5m

Exterior designer **Axel de Beaufort & Partners**
Interior designer **Axel de Beaufort & Partners**
Naval architect **Axel de Beaufort & Partners / Guillaume Verdier Architecture Navale**
Builder **Perini Navi – The Italian Sea Group**

JUDGES' COMMENDATION

Best New Series

▲ **PRINCESS S80** 25.4m

Exterior designer **Princess Yachts in partnership with Olesinski** Interior designer **Princess Yachts**
Naval architect **Princess Yachts in partnership with Olesinski** Builder **Princess Yachts**

Eco Award

◀ **DREAMCATCHER**
26.5m

Hybrid electric propulsion system
Naval architect **Frers Naval Architecture & Engineering** Builder **Nautor Swan**

editor, Life Under Sail; **MERFYN OWEN,** *partner, Owen Clarke Design;* **GUILLAUME ROLLAND,** *principal, Liaigre;* **JAMES ROY,** *managing director, Lateral Naval Architects*

>>

Outstanding Lifestyle Feature

▲ **KISMET** 122m
Spa and wellness area
Interior designer
Reymond Langton Design
Naval architect **Lürssen**
Builder **Lürssen**

Innovation of the Year

▶ **RAVEN** 34m
Guest cockpit bird's nest
Exterior designer **Jarkko Jämsén – Aivan**
Naval architect **Botin Partners Naval Architecture**
Builder **Baltic Yachts**

THE JUDGES

SAM SORGIOVANNI, *yacht designer, Sorgiovanni Designs;* **SALLY STOREY**, *owner & design director, Lighting Design International;* **GIORGIO VAFIADIS**, *founder, Studio Vafiadis*

PHOTOGRAPHY: [illegible]PROD; JARMO POHJANIEMI; BALTIC YACHTS; MARK LLOYD/LLOYD IMAGES; DICK HOLTHUIS; HARRY TIGERITIGER CO; TIM BARKER

Tender of the Year, Limousine

◄ **PROJECT KD** 9.7m
Exterior designer **Falcon Tenders**
Interior designer **Falcon Tenders**
Naval architect **AllSeas Design**
Builder **Falcon Tenders**

JUDGES' COMMENDATION

Tender of the Year, Limousine

OBSIDIAN ENCLOSED ► 10.7m
Exterior designer **RWD in collaboration with Monk Design**
Interior designer **RWD in collaboration with Monk Design**
Naval architect **Frers Design**
Builder **Tenderworks**

Tender of the Year, Open

▲ **AQUILA JET TENDER** 10.5m
Exterior designer **Compass Tenders** Interior designer **Compass Tenders**
Naval architect **AllSeas Design** Builder **Compass Tenders**

CO-CHAIRS

CECILE GAUERT, *editor*, BOAT International US Edition; **CHARLOTTE HOGARTH-JONES**, *executive editor*, BOAT International

Lifetime Achievement Award

MARILYN MOWER

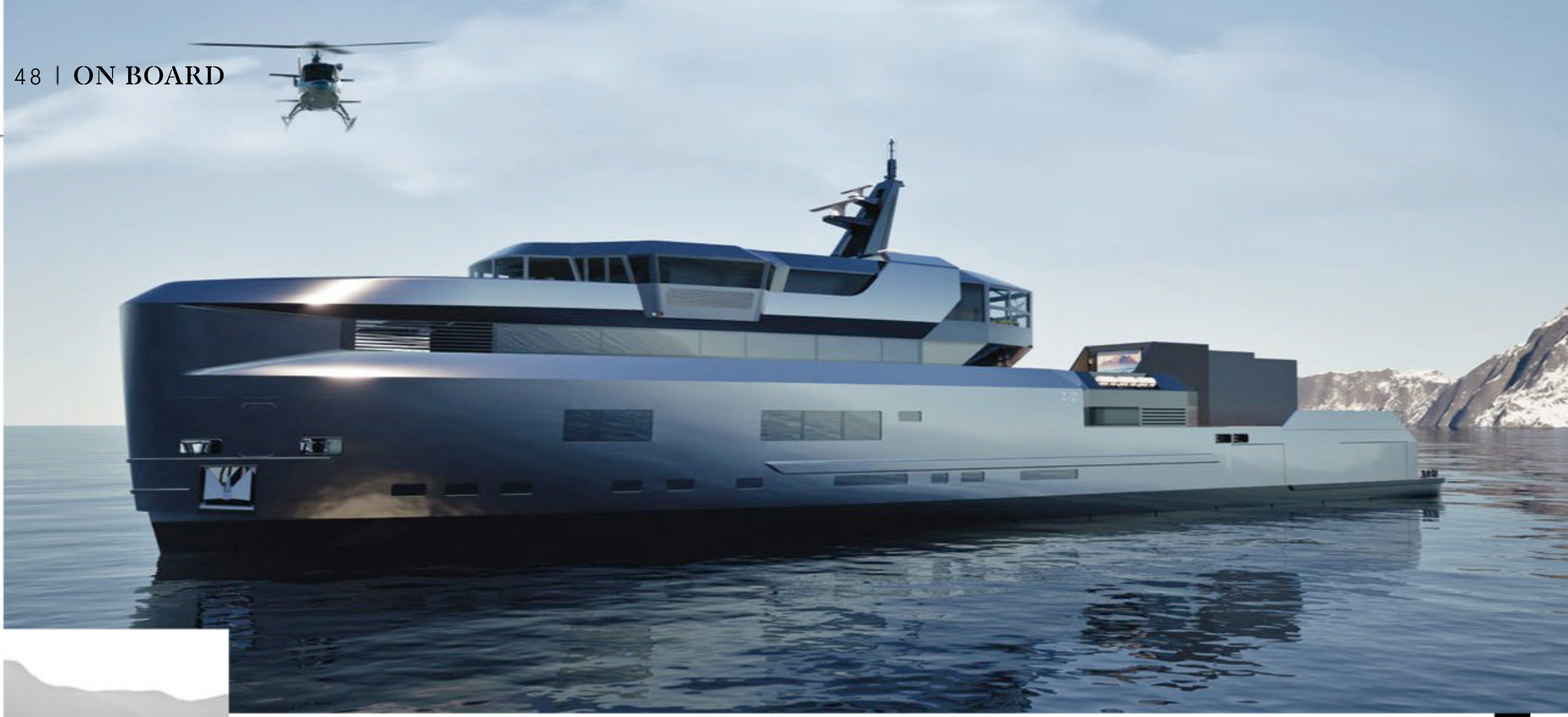
The recipient of this year's award may not be a designer, but there are few people who know more about yacht design, and who have worked as tirelessly to propel the industry forward, than award-winning journalist Marilyn Mower.

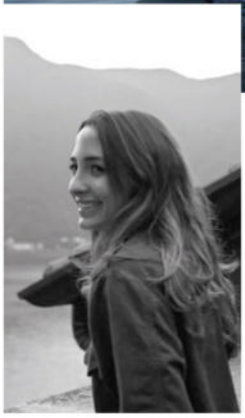
Summers spent plying Lake Michigan on board her father's mahogany runabout gave Mower an early taste for the boating life. Then during her studies at the University of South Florida she began racing competitively, crewing as a bowman. While working for a newspaper in St Petersburg, Florida, she was tapped to fill in for their sportswriter to cover Olympic class regattas.

In 1988 Mower became a founding editor of *ShowBoats International* magazine (now *BOAT International US Edition*), where she helped to champion the ascension of designers in a section that focused on design trends. Then in 2007, she briefly stepped away from *ShowBoats* to helm *Southern Boating* magazine, but after *ShowBoats* was acquired by BOAT International Media, Mower was hired to serve as books editor of *The Superyachts*, *Refit* and *The Megayachts*, the latter of which was revised to focus on concept, design and construction. She also edited the *Futureyachts* and *Life Under Sail* supplements.

During her nearly 40-year tenure as a yachting editor and awards judge, Mower has written about countless yachts and interviewed every leading designer in the field. Known and beloved throughout the yachting industry, she is widely regarded as one of the most knowledgeable and passionate people in yachting, and for this reason, she is most deserving of the Lifetime Achievement Award.

>>





Young Designer of the Year announced

In a competitive field of six finalists, Aleksandra Orescanin was revealed as the winner of the Young Designer of the Year Award with her concept, Zazi

The 2025 Young Designer of the Year Award, in association with Feadship, went to Aleksandra Orescanin for her yacht design Zazi, which the judges deemed to be "a very rounded concept".

Orescanin has won an internship at the Dutch builder as well as a cash prize, but a new addition to the Award this year was the Feadship Collaborative Challenge. All the successful finalists have been invited to Feadship's design office Studio De Voogt in April, to work together to meet a design brief. Should the final design meet the yard's professional standards, Feadship will promote it across the industry.

The annual Young Designer of the Year Award challenges participants to stretch their creativity and technical skills. For 2025, entrants were asked to envision themselves as recent graduates working at Feadship, tasked with designing a yacht for an existing Feadship owner eager to explore beyond the Mediterranean.

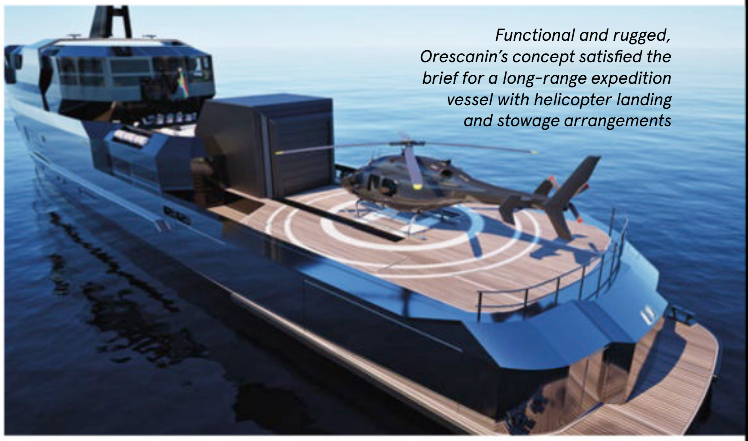
The brief called for a seaworthy, long-range expedition vessel capable of navigating remote and high-latitude regions such as the Northwest Passage. The yacht also needed to accommodate scientists for ocean conservation missions and include research facilities and helicopter-carrying capabilities, all while retaining luxury and comfort.

This year, the submissions were of an exceptionally high calibre, making selection a challenging task for the judges. But, after many hours of studying the submissions, followed by a day-long meeting to discuss and share their views, South African Orescanin was unanimously declared the winner.

According to the judges, her well-presented design included an "exterior concept that was functional and rugged, suiting the role of the expedition yacht that the client required. She cleared the first hurdle by reading the question thoroughly and putting a great deal of thought into how best to achieve the client's wishes."

They added that Zazi's general arrangement was also "extremely well-conceived and professionally drawn and both the digital and hand-drawn renderings were very precise and detailed". The judges offer their sincere congratulations.

The Young Designer of the Year Award will be returning to Kitzbühel in 2026 as part of the Superyacht Design Festival on 1 to 3 February with limited early-bird tickets available. Contact *events@boatinternationalmedia.com*.



Functional and rugged, Orescanin's concept satisfied the brief for a long-range expedition vessel with helicopter landing and stowage arrangements

THE JUDGES

CHAIR OF THE JUDGES: ROGER LEAN-VERCOE, *editor-at-large,* **BOAT International**

TRACEY CANAVAGGIO *and* **PIETER VAN GEEST**, *Van Geest Design;* **JIM DIXON**, *Winch Design;* **PEDER EIDSGAARD**, *Harrison Eidsgaard;* **TIM HEYWOOD**, *Tim Heywood Design;* **RUURT MEULEMANS**, *Hoek Design;* **FRANCESCA MUZIO**, *FM Architettura;* **LAURA POMPONI**, *Luxury Projects;* **PASCALE REYMOND**, *Reymond Langton Design;* **TANNO WEEDA**, *Feadship;* **DANIELA ZULLI**, *Terence Disdale*

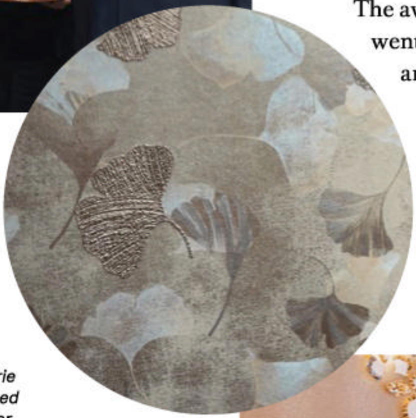
IN ASSOCIATION WITH FEADSHIP ROYAL DUTCH SHIPYARDS

PHOTOGRAPHY: XXXXXXXXXXXX

The cream of the crafts

The deserving winners of *BOAT International*'s Artistry & Craft Awards have been crowned in the second year of the honours that celebrate artisanship in the yachting industry

Eva Mechler (left) and Sabina Fay Braxton (right) were given Judges' Commendations for a lounge chair and headboard respectively

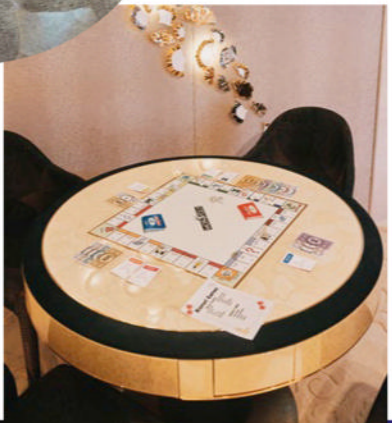
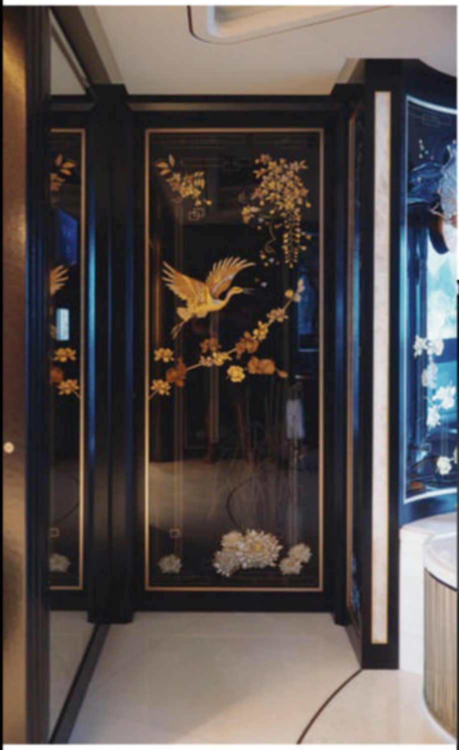

Above: Christopher Whale and Jay Rushton with Céline Sorigue of Céline Alexandre, whose decorative panels (right) won the Excellence in Craftsmanship award. Below: *Kismet*'s chinoiserie *marquetry panels designed by Silverlining Furniture for* Reymond Langton Design

The winners of the BOAT Artistry & Craft Awards, in association with Parkway England, were also announced at the Superyacht Design Festival in Kitzbühel, Austria. The awards celebrate the behind-the-scenes artisans that spend countless hours creating the finer details that bring a superyacht interior to life, from furniture to staircases and individual artworks. The panel of judges comprises top designers and experts, all passionate custodians of craft and artistry.

The award for Excellence in Craftsmanship went to Céline Alexandre. Céline Sorigue, artistic director of Céline Alexandre, was commissioned by Reymond Langton Design to create decorative panels for the beauty room of *Kismet*. It was inspired by haute couture and depicts a flight of ginkgo leaves, symbols of hope, strength, and resilience. The panels took the studio team 400 hours to create using intricate layers of paint, varnish and delicate gold-leaf engraving. "The variations of techniques and the exceptional craftsmanship that went into it: these were the winning factors for me," said Jay Rushton, judge and sponsor of the Artistry and Craft Awards.

The award for Outstanding Collaborative Creation went to Silverlining. The marquetry panels in *Kismet* were designed by Silverlining Furniture for Reymond Langton Design. Capturing the elegance of traditional chinoiserie while addressing the practicalities of a marine environment, the design emphasises "movement and tranquillity", achieved via gold accents set against a rich black backdrop. Materials included Dubai-gold metallised resin, satinwood and cracked black resin. "The combination of artistic vision, technical precision and ingenuity is nothing short of remarkable," said awards co-chair and BOAT International Media's group creative director Christopher Whale.

> **"The combination of artistic vision, technical precision and material ingenuity is nothing short of remarkable"**

Poppy Pawsey was crowned Emerging Artisan of the Year for her games table with interchanging boards for backgammon and chess, another commission by Reymond Langton Design. Pawsey used stained ripple sycamore, bird's eye maple, lacewood, satinwood and walnut burr to create a highly decorative butterfly and ginkgo leaf design. It was Pawsey's first solo project. "To see her applying herself to all these wonderful materials with such skill and attention to detail is impressive," said judge Adrian Sassoon.

In addition, Judges' Commendations were given to Eva Mechler for her lounge chair on *Fox*, and Sabina Fay Braxton for her headboard on *Kismet*. ◘

Nominations for the BOAT Artistry & Craft Awards 2026 open soon. If you know of any artisans that should be considered for next year's awards programme, email events@boatinternationalmedia.com

Poppy Pawsey (centre) won the Emerging Artisan of the Year award with her games table (above). The trophies were beautifully designed and created by Nature Squared

The winners of the Ski Cup 2025

Stewart Campbell and Andrew Winch

Celebration on the slopes

The 2025 edition of the Superyacht Design Festival saluted this year's design greats in the Austrian ski town of Kitzbühel

Matteo Magherini, Stefano Vafiadis, Rebecca Budel, Clarissa Androsoni and Antonella Cotta Ramusino

Shirley Robertson OBE

Jo Assael, Øyvind Gjerde Kamsvåg, Dr. Spyros Hirdaris, Wesley Deason and Lucy Dunn

Giorgio Cassetta

> “The Superyacht Design Festival reflects our ambition to push boundaries and be part of the evolution of the yachting industry”
>
> SYLKE AUF DEM GRABEN, LÜRSSEN

Mario Pedol (right)

Yves Béhar

Edward Lacey

BOAT
10
LÜRSSEN

Right: Marilyn Mower.
Below: Bart Bouwhuis

JECT ZERO'S ENERGY SOLUTION
ART BOUWHUIS &
ARNIX HOEKSTRA
Creative Directors, VRPACK

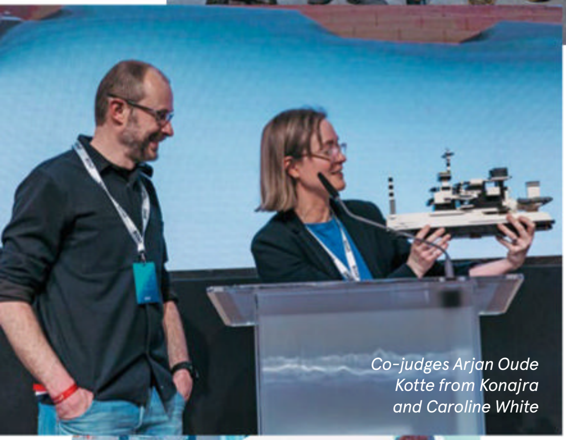
Above: Matthieu Zuretti (second from right) with guests

BOAT
SUPERYACHT DESIGN FESTIVAL

With special thanks to Oliveri, KMF I KREATIVE METALLFORM, Compass Tenders, Feadship, F/YACHTING, Lürssen, Benetti, Videoworks, Metrica, Ocean Alexander, FEMA Marine, Paragon Studio, Dunya Yachts, Cantiere delle Marche, MB92 Group, Volvo Penta and Lasvit

The winning team (from left): Jozeph Forakis, Fatih Kapucu, Lyne Arbid, Filippo Rossi, Caroline White (co-judge), Luiz de Basto, Sally Storey and Francesca Vrittone

Raphaël Montigneaux and Marnix Hoekstra



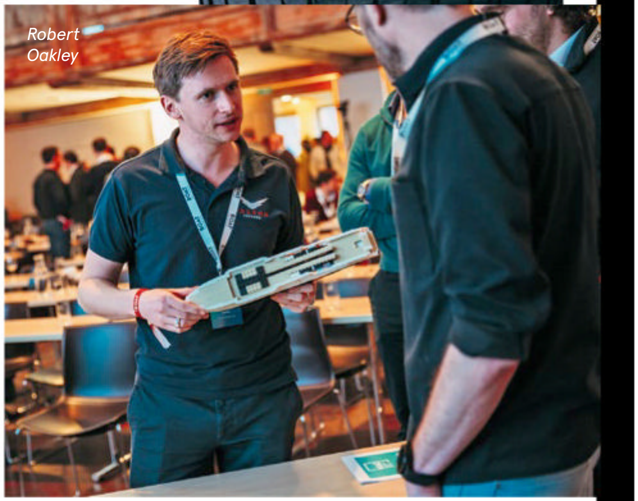
Co-judges Arjan Oude Kotte from Konajra and Caroline White

Battle of the bricks

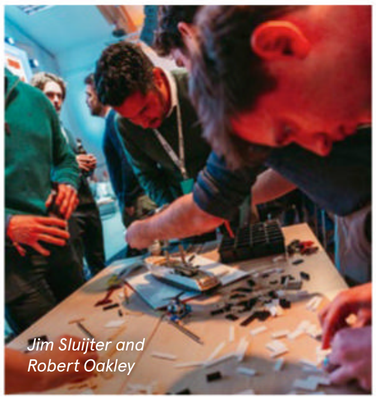
At this year's Superyacht Design Festival top designers competed to build their fantasy superyacht... from plastic bricks, supported by model specialist Konajra

Above: Stewart Campbell.
Below: Filippo Rossi (right) and team

Hans-Maarten Bais and Mike Brandt



Robert Oakley



Jim Sluijter and Robert Oakley

> **"We're designing a nuclear superyacht, inspired by today's talk – except you won't have to wait until 2030 to see ours – it'll launch in 45 minutes!"**
>
> TEAM DUKE NUKE

PHOTOGRAPHY: XXXXXXXXXXXX

Amels 60

Why wait to experience the Best in Class?

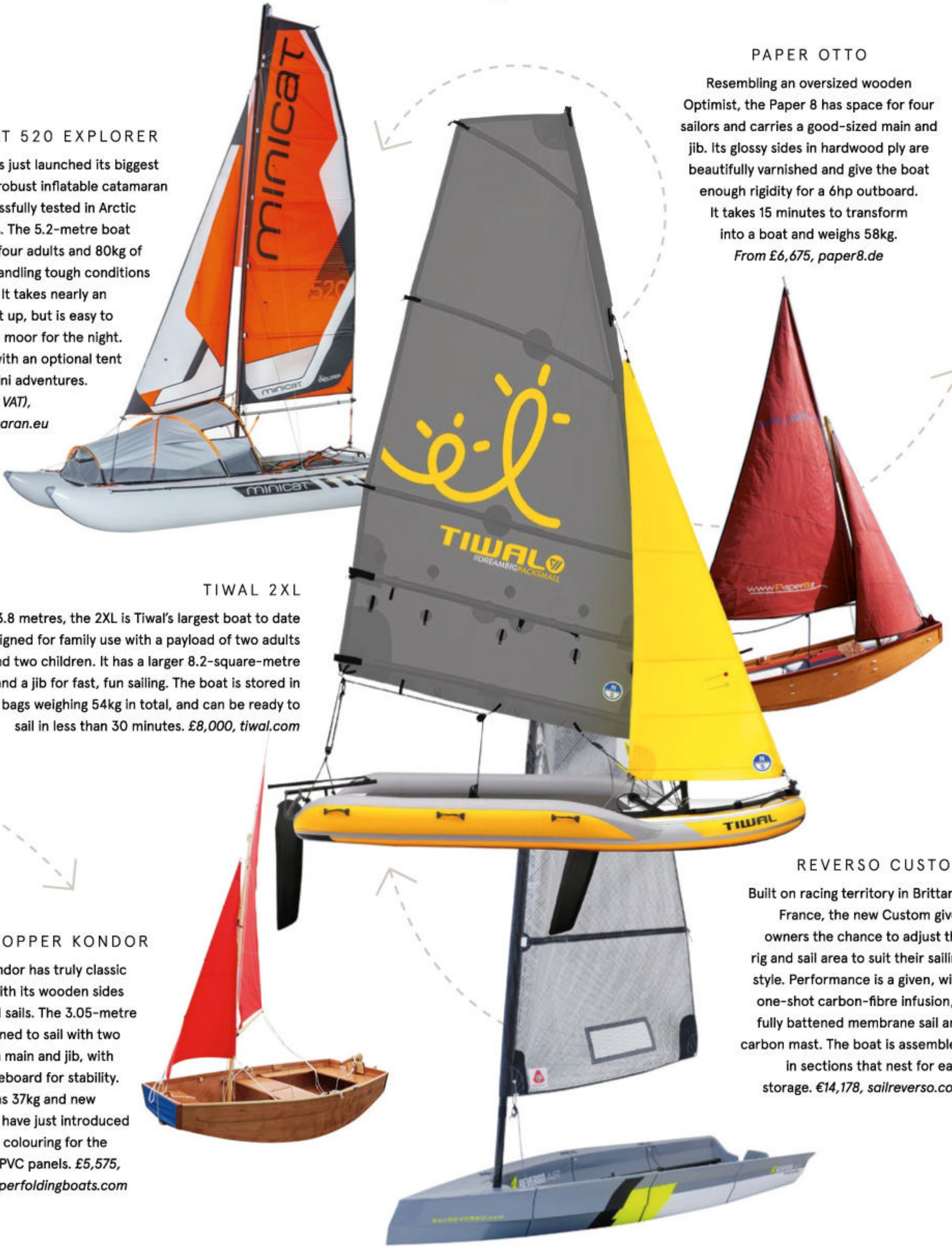
AVAILABLE 2025

AMELS
EST. 1918

amelsyachting.com
A Damen Yachting Brand

On Board Edit

Stowable sailing boats



MINICAT 520 EXPLORER

Minicat has just launched its biggest and most robust inflatable catamaran yet, successfully tested in Arctic conditions. The 5.2-metre boat can carry four adults and 80kg of luggage, handling tough conditions with ease. It takes nearly an hour to set up, but is easy to beach and moor for the night. Available with an optional tent pod for mini adventures. *£9,000 (ex VAT), minicatamaran.eu*

PAPER OTTO

Resembling an oversized wooden Optimist, the Paper 8 has space for four sailors and carries a good-sized main and jib. Its glossy sides in hardwood ply are beautifully varnished and give the boat enough rigidity for a 6hp outboard. It takes 15 minutes to transform into a boat and weighs 58kg. *From £6,675, paper8.de*

TIWAL 2XL

At 3.8 metres, the 2XL is Tiwal's largest boat to date – designed for family use with a payload of two adults and two children. It has a larger 8.2-square-metre sail and a jib for fast, fun sailing. The boat is stored in two bags weighing 54kg in total, and can be ready to sail in less than 30 minutes. *£8,000, tiwal.com*

SEAHOPPER KONDOR

The Kondor has truly classic looks with its wooden sides and red sails. The 3.05-metre is designed to sail with two under a main and jib, with a centreboard for stability. It weighs 37kg and new owners have just introduced custom colouring for the folding PVC panels. *£5,575, seahopperfoldingboats.com*

REVERSO CUSTOM

Built on racing territory in Brittany, France, the new Custom gives owners the chance to adjust the rig and sail area to suit their sailing style. Performance is a given, with one-shot carbon-fibre infusion, a fully battened membrane sail and carbon mast. The boat is assembled in sections that nest for easy storage. *€14,178, sailreverso.com*

Words **Sam Fortescue**

Dare to be Different

AVAILABLE SPRING 2025

XPLORER
INFINITE ADVENTURES

DAMEN yachting

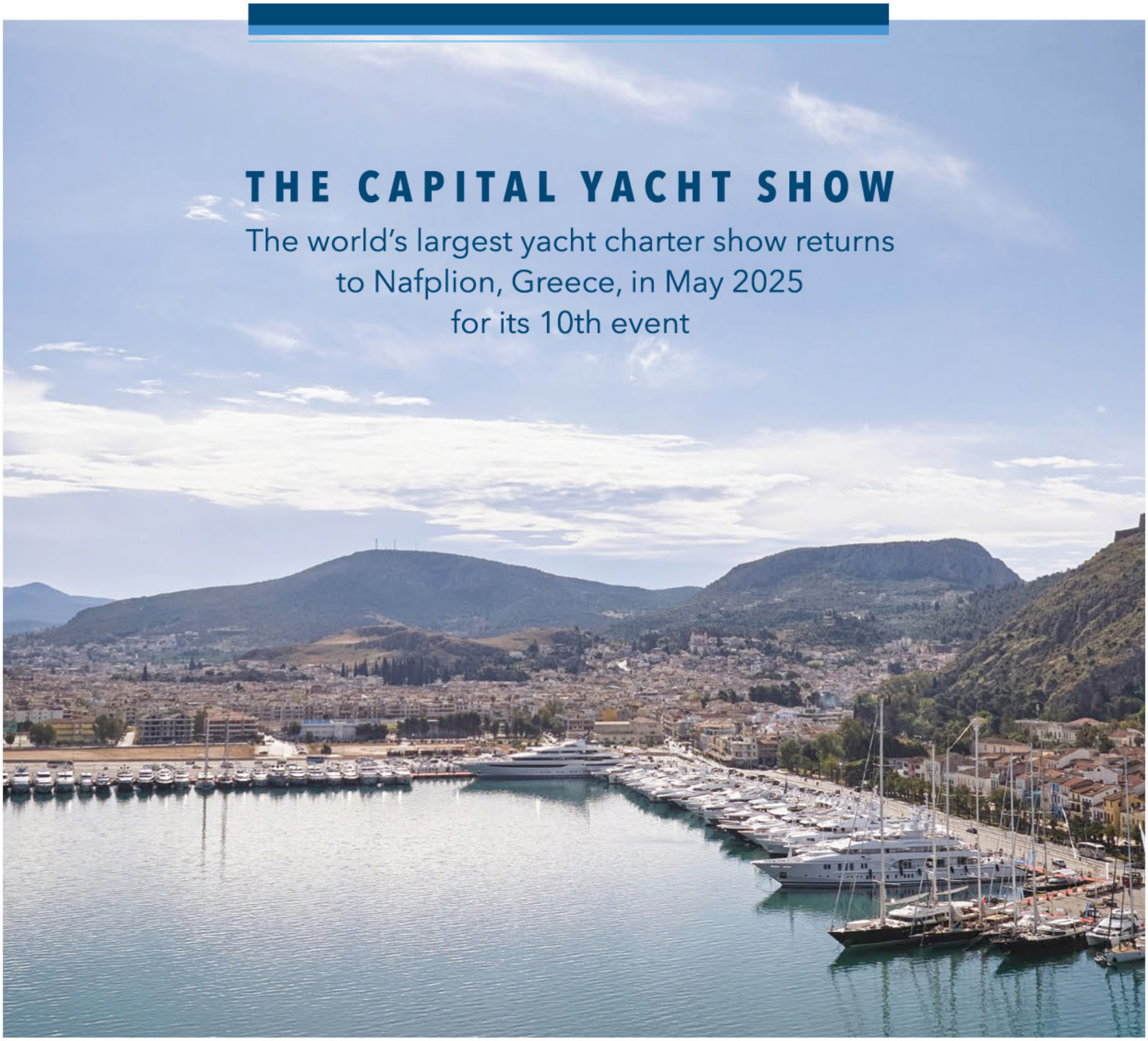
Luxury. Exclusive. Global.

SUPERYACHT BROKERAGE

MADDOX

London | *New York* | *Dubai*

WWW.MADDOX.YACHTS



THE CAPITAL YACHT SHOW

The world's largest yacht charter show returns
to Nafplion, Greece, in May 2025
for its 10th event

The **MEDYS** is back from **May 3rd to May 7th, 2025**, presenting the largest and most thrilling luxury charter yacht show with record-breaking statistics:

- **102** registered yachts
- **3.9 km** cumulative LOA
- **760** yachting professionals
- **30** countries represented worldwide

MEDITERRANEAN
YACHT SHOW

GYA GREEK YACHTING ASSOCIATION

Contact GYA for further information:
T +30 210 9811717 | info@gya.gr | www.gya.gr

Under the auspices of

HELLENIC REPUBLIC
Ministry of Tourism

MINISTRY
OF
MARITIME AFFAIRS
AND
INSULAR POLICY

With the support of

ΔΗΜΟΣ ΝΑΥΠΛΙΕΩΝ

Boat Life

Celebrating exceptional style and design

Go for gold

Bar-raising beach clubs, head-turning watches and cool Cretan properties to bowl you over

Extra-large Neptune bowl in white and gold fine porcelain, £1,440, l-objet.com

PHOTOGRAPHY: L'OBJET

Edited by Belle Rice

Life's a beach club

Tenders at the ready, we've found the best beach clubs to book for 2025 and beyond. By *Belle Rice*

Looking for the next port of call on your itinerary? We take a deep dive into this season's top-tier beach clubs, from established favourites to all-new wining and dining hotspots by the sea, each with their own distinctive character.

The sunshine state

The Beach Club at The Boca Raton, Florida

Founded in 1926, The Boca Raton resort is a mainstay of luxury Southern Florida hospitality, with five hotels spread over 136 hectares on Lake Boca Raton and the Atlantic Ocean. After eight months of refurbishments that included an entire internal remodel, the Beach Club reopened in January this year. Both an ultra-luxe hotel and a five-star beach club, it's one of the area's most exclusive establishments, as you need to be either a hotel guest or one of the fortunate few with a resort membership to be able to make use of its many top-tier facilities and activities.

Down at the beach itself you'll find smart white sunbeds and cabanas decked out by Vilebrequin placed in prime position for the best of the Florida sunshine, with the cool waters and gentle waves of the Atlantic just footsteps away. There's a SnappyScreen sunblock booth that sprays you with sunscreen on the boardwalk, where you'll also find three expansive swimming pools and friendly, thoughtful service from the team bringing drinks, ice cream and light bites to the deckchairs.

Daytime here is family-friendly territory, so kids and teens will find plenty to keep them entertained both in and out of the water, from beach toys and rides along the seafront, to pop-up giant inflatable slides on the beach and a smart games room designed with older ones in mind. Dining options are hard to beat, with the freshly revamped Marisol serving Mediterranean-inspired fare all day – think Greek mezze – overseen by award-winning chef Johnny Spero. There's also a brand-new restaurant, Onda, set right on the beach – a grown-up affair with an adults-only policy. The menu is set to change each season, with winter 2025 featuring Dominican seafood dishes cooked up in partnership with executive chef Adriano Venturini of the Eden Roc Cap Cana. If you're lucky enough to visit this spring, make sure to order the delicious poached shrimp. And, if you're not keen on lazing on the beach all day, there are endless activities to keep you busy, from the Palmera Spa, electric bikes to explore the resort on, and even an 18-hole golf course where you can practise your swing.

Best by boat Tender services to and from the beach club can be arranged in advance through the Boca Raton Marina. *thebocaraton.com*

Fresh Mediterranean fare is served with a view of the Atlantic at Marisol (above)

PHOTOGRAPHY: THE BOCA RATON

> Maybourne La Plage is easy to access by land – our favourite way is via the hotel's canary-yellow chauffeur-driven Moke

Not far from Monaco, the beach club sits at the tip of Cap Martin

Maybourne La Plage

The beach club, 10 minutes drive from the hotel, re-opens in mid June

The French twist

Maybourne La Plage, South of France

If ever a luxury hospitality brand was going to shake up the beach club scene, it was bound to be Maybourne. Having perfected the art of crafting some of the world's best hotels (The Connaught and Claridges in London, and The Maybourne Beverly Hills among them), their team has now turned its attention to beach clubs, and the first outpost in Roquebrune-Cap Martin is setting a new standard.

Opened in 2023 following the launch of the Maybourne Riviera hotel (which sits perched in the hills above, offering impressive views of Monaco and the Italian border), the beach club is easy to access by land – our favourite way is via the hotel's canary-yellow chauffeur-driven Moke. You can, of course, also come by sea, with a tender on offer for guests arriving by superyacht. Tangerine-striped parasols make the coastline pop with colour from the water, and with just 60 covers at the restaurant and 40 sunbeds, the club has fine-tuned the art of an intimate feel while retaining a buzzing, playful vibe. The menu offers fresh catch of the day alongside a variety of pastas, crisp and tasty salads and a caviar selection – so popular that they also offer a "Pimp it with Caviar" option where you can add five grams of Oscietra to any dish of your choosing. Service is also impeccable, with attentive, smartly dressed staff always on hand.

The club has already proved to be a popular spot for private events – including Chanel's launch of its Monaco haute joaillerie collection – and guests can book out the entire venue for private lunches, cocktails and dinners. Jetting in for August on the Côte d'Azur? Make sure to stick around for the 15th when you will find unbeatable views of the Assumption Day fireworks across the bay.

Best by boat The beach club's private tender service can pick up from yachts anchored around Cap Martin. *maybourneriviera.com*

Forte Stella in Porto Ercole. Top: dining at Isolotto means fresh, local Tuscan cuisine

The Italian job

Isolotto, Monte Argentario, Italy

Rustic Tuscan charm meets the glamorous dolce vita at Isolotto, a brand-new beach club on Monte Argentario. Connected to the mainland by a small road that splices through scenic lagoons, the island is home to Porto Ercole, the charming harbour town on the east coast with slips and berths of up to 25 metres alongside eateries and bars. Il Pellicano is famously located a 10-minute drive away, and La Roqqa, the island's newest luxury hotel, is a short walk up the hill. Three years in the making, Isolotto was created in partnership with La Roqqa and opened in 2024, with the hotel offering a door-to-door shuttle service for guests and visitors. On arrival, guests find an idyllic set-up that stretches over a sizeable area where there used to be two separate clubs. It's barefoot-on-the-beach vibes here, with Mediterranean maquis, bougainvillea, jasmine and citrus trees in the surrounds, giving a true back-to-nature feel. Deckchairs are available on a lush lawn area as well as directly overlooking the waves, and there's access straight into the refreshingly cool waters of the Med down the steps into the sea. The real catch here, though, is the food; the outdoor dining set-up overlooks the cliff edge and offers fresh fish, a sizzling barbecue, ice creams, cheesecake and, naturally, for an Italian eatery, an impressive take on tiramisu.

Best by boat Guests can be dropped off directly (via the beach) or boats can moor in Porto Ercole, where the La Roqqa team can meet guests and drive them to the beach club. *isolottobeachclub.com*

It's barefoot-on-the-beach vibes at Isolotto, with a true back-to-nature feel

The club classic

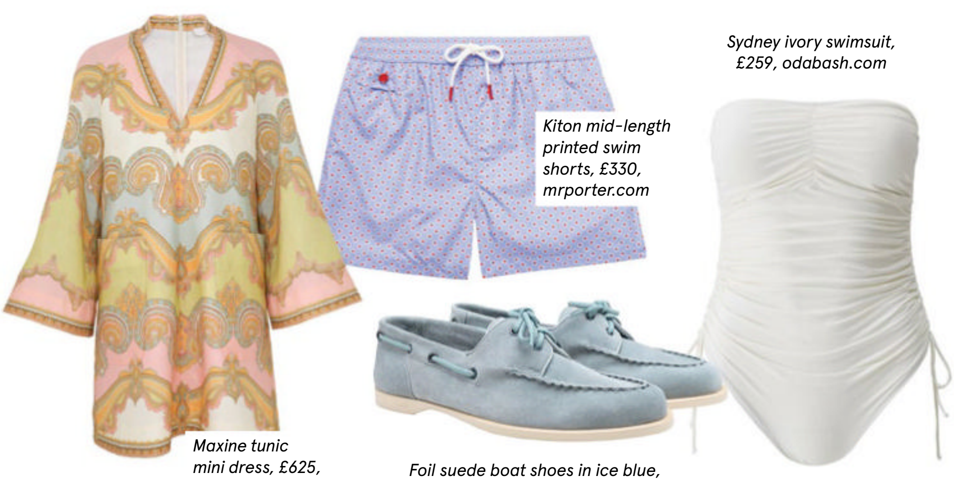
Nikki Beach Saint-Tropez, South of France

A stalwart of the South of France beach club scene, Nikki Beach is a long-time favourite that hasn't lost its sparkle in 20 years of hosting long, lazy lunches followed by champagne-popping parties that run through the late afternoon. Still fresh from recent renovations, the expanded boutique currently has collaborations with jewellery and fashion brands Mercedes Salazar and MC2 Saint Barth in store.

Best by boat Yachts can anchor close to the beach club on Pampelonne and radio the Nikki Beach skipper for a tender. *nikkibeach.com* ■

The newly renovated restaurant at Nikki Beach Saint-Tropez

Beach club chic



Maxine tunic mini dress, £625, zimmermann.com

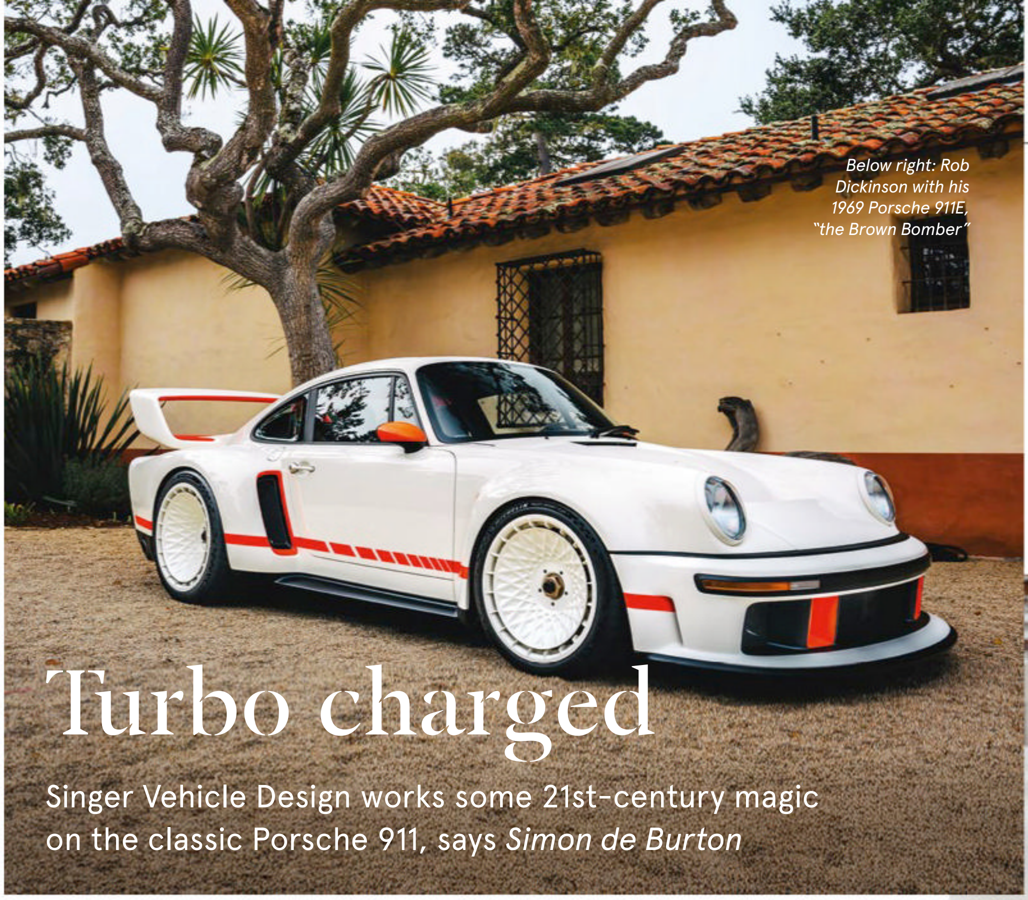
Kiton mid-length printed swim shorts, £330, mrporter.com

Foil suede boat shoes in ice blue, £890, johnlobb.com

Sydney ivory swimsuit, £259, odabash.com

PHOTOGRAPHY: NIKKI BEACH HOSPITALITY GROUP; COURTESY OF ISOLOTTO BEACH CLUB

63



Turbo charged

Singer Vehicle Design works some 21st-century magic on the classic Porsche 911, says *Simon de Burton*

Below right: Rob Dickinson with his 1969 Porsche 911E, "the Brown Bomber"

> Headquartered in California, Singer Vehicle Design's first subject was the air-cooled Porsche 911 coupe in 2009

As anyone familiar with superyachts knows, treating an older boat to a contemporary upgrade is called a refit. Do the same thing to an old car and it's called "resto-modding" – a portmanteau of restoring and modifying.

Creating resto-mods has become big business the world over, with everything from Alfa Romeos to Volvos now being breathed-on by highly skilled artisans who know how to turn historic cars into practical daily drivers for the 21st century, without – crucially – erasing their classic character. And it's widely agreed that Singer Vehicle Design – which focuses solely on what it calls "reimagining" air-cooled Porsche 911s built between 1989 and 1994 – is among the best in the business.

Singer was set up in 2009 by Rob Dickinson, former vocalist and guitarist with the now-defunct British rock band Catherine Wheel, after his own modified car – the Brown Bomber – prompted many enquiries from other Porsche enthusiasts.

What Dickinson probably couldn't have imagined was that the business born from a hobby would today employ 600 people, having completed more than 450 restorations for customers across 30 countries.

Key to Singer Vehicle Design's success has been its mantra, "a relentless pursuit of excellence", which led to its restored and modified Porsches being described as rolling works of art, with virtually every component of each car being improved, re-modelled or re-developed to create the ultimate expression of the air-cooled 911.

Such excellence does not, of course, come cheap: at the outset 16 years ago, a "Porsche 911 reimagined by Singer" (as the cars must legally be called) would set you back around $250,000 (£172,500).

But, as engineering techniques have evolved over the years, specifications have improved and demand has outstripped supply, prices have increased to the point that the latest creation from Singer Vehicle Design – the DLS Turbo – has a base price of around £2.2 million. Bespoke additions on top can bring the cost of the average DLS Turbo to around £2.5 million.

SPECS

PORSCHE 911 REIMAGINED BY SINGER – DLS TURBO

Engine 3.8 litre, twin turbocharged flat six with air-to-water intercooling

Power 70hp / 709ps @ 9,000rpm

Gearbox/transmission six speed, manual

Brakes carbon ceramic discs, monobloc calipers

Wheels magnesium, centre lock

Bodywork carbon fibre

Price from £2.2 million

> **While it is street legal, it has the monstrous power of a full-blown competition car**

DLS stands for dynamics and lightweight services and refers to Dickinson's decision to look to the world of Formula One in search of engineering solutions that would result in the most advanced cars of their type ever created.

The first restorations of turbocharged cars – named Classic Turbos – were completed in 2022 and were instantly recognisable as purely road-going cars, albeit with the Singer twist.

The DLS Turbo, however, was inspired by the fire-breathing Porsche 934/5 endurance racers of the 1970s and, while it is street legal, it features the muscular looks, huge wings and monstrous power of a full-blown competition car.

But what is perhaps most impressive is that the DLS Turbo has been engineered to be sufficiently docile for relaxed day-to-day driving while also being capable of smashing lap records on track, with buyers being given the option for their car to be road or track focused.

But if you want to experience one, you'll need to be quick. Only 99 DLS Turbos will be built, and the order books are filling up fast – despite that refit worthy price tag. *singervehicledesign.com*

PHOTOGRAPHY: SINGER GROUP INC.

Crete's sweet spot

With a wave of brand-new residences hitting the market, this Greek island is tipped for great things, says *Ruth Bloomfield*

Below and bottom: one of the 21 Mirabello villas at Elounda Hills

The Mediterranean has many jewels, from the party island of Ibiza to ultra-exclusive Capri, but this year a new contender is emerging in the luxury Med market. A combination of natural beauty and billions of pounds of inward investment is raising the profile of Crete, the largest of the Greek islands.

The clearest sign of Crete's rising star is taking shape close to the resort town of Elounda, on the island's north coast. Elounda Hills is Crete's first branded residential resort, being built in partnership with 1 Hotels. The 56-hectare, €450 million (£372m) eco resort will feature 257 homes, private beach clubs and watersports, plus a dozen restaurants and bars.

For those who wish to take to the water, there will be an integrated boutique marina, locally managed and supported by Camper & Nicholsons Marinas, which will be deep enough to take both visiting and residents' superyachts of up to 100 metres in length.

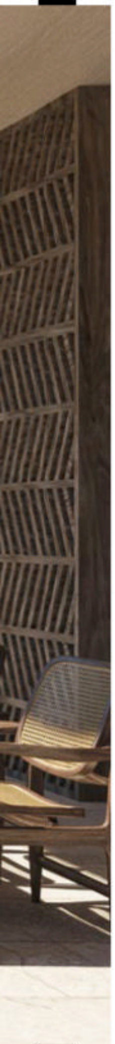
Prices are smashing Crete's glass ceiling, ranging from €988,000 for an 89-square-metre one-bedroom apartment to €4,704,000 for a four-bedroom, 407-square metre villa with a private pool (*eloundahills.gr*).

The first residents will get their keys in 2027, although work is scheduled on the site until beyond 2030. Elounda, 65 kilometres from capital city Heraklion, has long been the island's premier residential location. Crete's first five-star hotels opened there in the 1970s, bringing wealthy visitors followed by second-home buyers from within Greece and beyond. Since then, few have ventured much further, although this polarised scenario is changing. "There are more properties being developed at the high end in other places, but without creating a new centre of high-end property," explains Danae Tsakiris, director of Kentriki Real Estate, Savills' associate in Greece.

Billions of pounds of inward investment is raising the profile of the largest of the Greek islands

Beyond Elounda, Sotheby's International Realty highlights Rethymno, a former fishing village on the north coast of the island, which it says is attracting buyers thanks to its good value for money and the charm of the local area.

There are also plans to expand the island's road network, improving access to the south and east, which should hike prices in places such as beautiful, unspoiled Lasithi as they become easier to reach. Another major infrastructure change on the horizon is the expansion of Kastelli International Airport, in Heraklion. By 2027 it will be able to handle up to 18 million passengers per year, with more long-haul flights taking to its runway.



A three-bedroom 366m² villa for sale near Chania

In terms of price points, Crete certainly looks like excellent value compared to other, more fashionable Mediterranean islands. Eleni Grigoriadou, an associate at real estate company Kentriki, says average prices around Elounda stand at around €10,000 per square metre, which means a high-end villa with five or six bedrooms would cost €4 million to €6 million.

An equally luxurious property in lesser developed areas, for example, Lasithi, on the eastern coast, might cost more like €4,000 to €5,000 per square metre where buyers may sacrifice access to facilities for space.

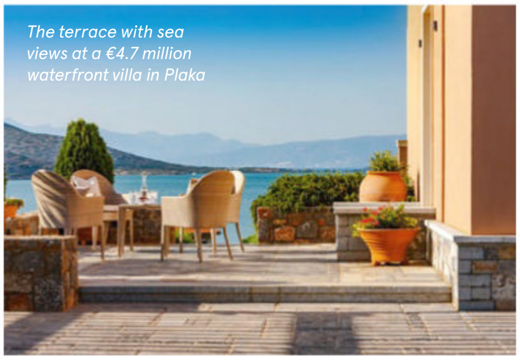
Luxury apartments are a rarity on Crete, says Tsakiris, because most buyers are looking for more spacious, detached holiday homes.

According to Greece Sotheby's International Realty, prime real estate sale prices on the island have increased by five per cent over the past year. "This appreciation reflects both the desirability of Crete's luxury offerings and the scarcity of premium properties," said a Sotheby's spokesperson.

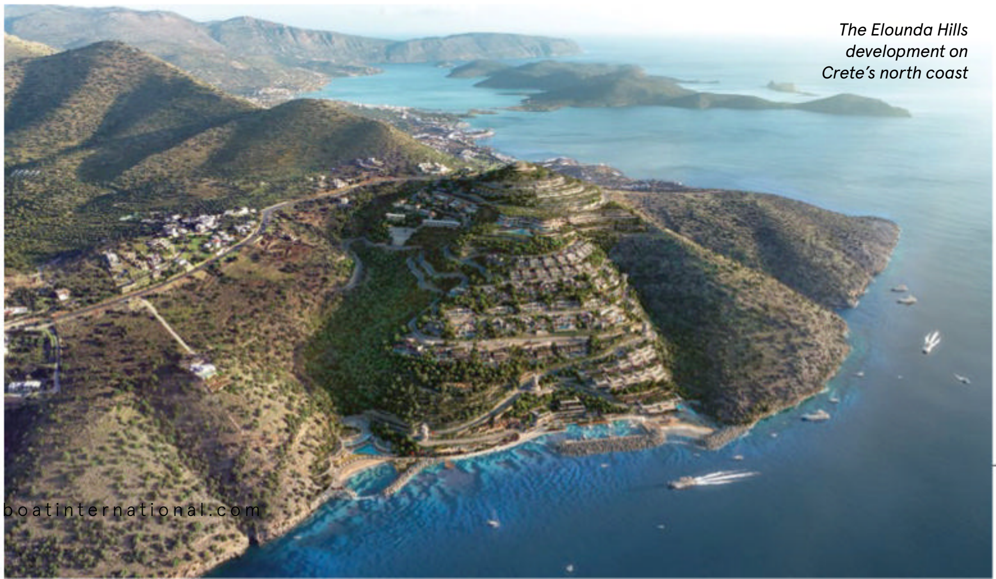
The firm's international clientele tend to be holiday villa buyers from North America and Western Europe, and the fact that anybody who spends more than €800,000 on a property also gets a Golden Visa that allows them residency within the European Union is an added incentive.

Crete also tells a compelling investment story: "We anticipate sustained growth in prime real estate values," says Sotheby's spokesperson. "The completion of new infrastructure projects, coupled with continued tourism expansion, is likely to further fuel demand. With a limited supply of luxury waterfront properties, prices are expected to rise."

Tsakiris hopes that the Elounda Hills residential development will heighten interest in Crete. "The trend is that once this kind of project happens it leads to a wider increase in prices," she says, suggesting now might indeed be the right time to go Greek.



The terrace with sea views at a €4.7 million waterfront villa in Plaka



The Elounda Hills development on Crete's north coast

ON THE MARKET

€4.7 MILLION

A four-bedroom waterfront villa in Plaka, a charming fishing village on Crete's north-west coast, a couple of miles from Elounda. The property is surrounded by landscaped gardens and overlooks Spinalonga Island. The beach is just a short hop away. *savills.com*

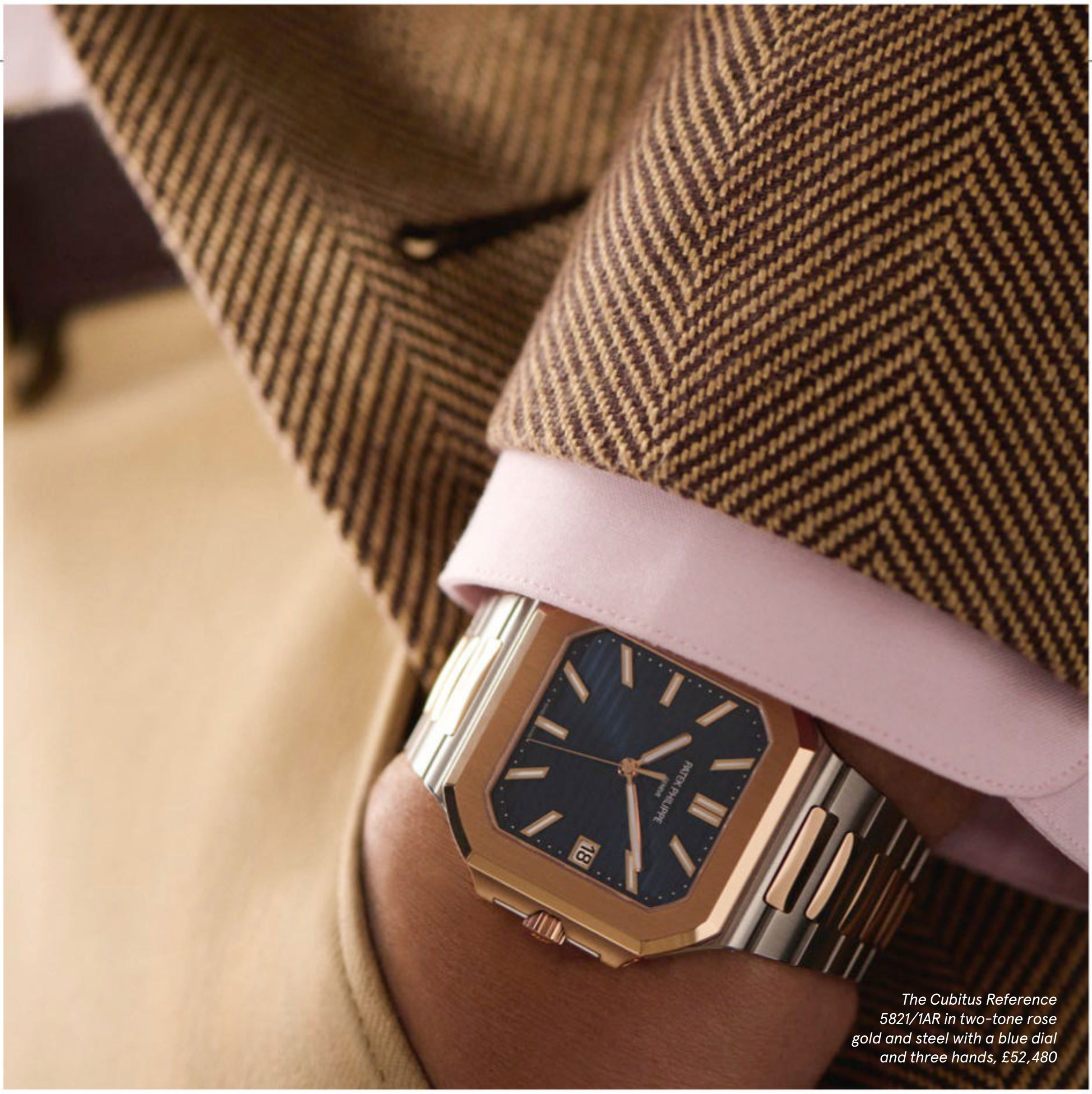
€3.5 MILLION

A contemporary, open-plan villa close to the town of Chania on Crete's popular north-west coast, with panoramic views of Souda Bay. The three-bedroom villa features a fitness centre and a wine cellar, while outside there is an outdoor kitchen and a pool. *sothebysreality.gr*

€3.533 MILLION

Available with three, four or five bedrooms, the Mirabello Villas sit in the centre of Elounda Hills and are designed for indoor/outdoor living. Each home has a private pool and terrace, landscaped gardens and parking. *eloundahills.gr*

PHOTOGRAPHY: COURTESY OF SAVILLS; COURTESY OF SOTHEBY'S INTERNATIONAL REALTY; VLADIMIR SKLYAROV; ELOUNDA HILLS



The Cubitus Reference 5821/1AR in two-tone rose gold and steel with a blue dial and three hands, £52,480

Squaring the circle

Patek Philippe's new Cubitus watch collection has the makings of a modern classic, says *Simon de Burton*

When products were launched during the pre-internet era, they either flew or flopped on the basis of how they sold. But these days anything new – from cars and boats to clothes or homes – can be elevated or destroyed within hours by nothing more than social media comment. It's a fact that certainly applies to luxury watches, as Audemars Piguet learned to its discomfort following the release of its Code 11.59 collection back in 2019.

Minutes after the first few horological pundits expressed their reservations about the design, thousands of other commentators (both well informed and otherwise) leaped aboard the trolling bandwagon and reduced what should have been a positive announcement to little more than a marketing debacle.

But fast forward six years and the Code 11.59 collection has not only survived but is now being hailed by many as a prime example of one of watchmaking's modern classics.

In the same time frame, the number of people who are ready, willing and able to express their opinion about watches online has multiplied considerably – and there is no maker more likely to encourage comment with a fresh release than Patek Philippe – especially when it's the brand's first new design for 25 years.

And so it was that on 12 October 2024 the online world was abuzz with images of the forthcoming Cubitus that, but for being leaked via a premature magazine advertisement, should not have been revealed for another five days. The online reaction was overwhelmingly negative – despite the fact that not a single person who readily expressed a view had actually seen a Cubitus in the metal.

When the watches were officially unveiled in Munich to a small cohort of specialist journalists, the general consensus was that we were experiencing another "11:59 situation" and that the Cubitus was actually, er, rather good...

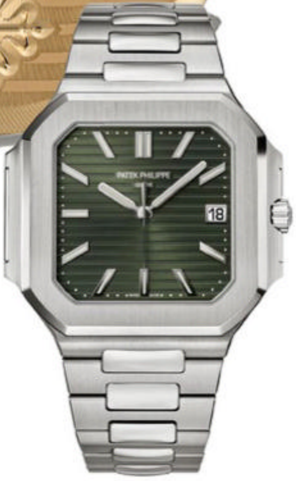
The most expensive watch ever sold was Patek Philippe's Grandmaster Chime Ref 6300A-010, which fetched $31 million at auction in 2019

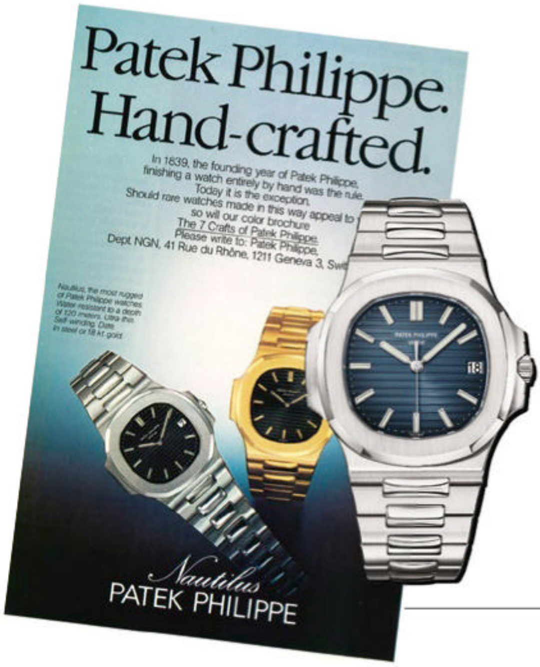
Not that it didn't need to be because, in its most basic form, it had to fill the very large shoes of the much-lamented Nautilus Reference 5711. As Patekophiles will know, the 5711 was the steel, porthole-shaped, three-hand sports watch based on the 1976 original. It became the victim of its own success in as much as brand president Thierry Stern feared it might make Patek Philippe appear to be a one-trick pony – so, in early 2021, the watch was axed from the line-up.

Just two months later it was back in a new, olive-green dial version that became so instantly coveted that one example changed hands at auction for more than 13 times its £28,000 retail price. And as if that wasn't enough, Patek ended the year with the launch of a 170-piece special edition with Tiffany Blue dials to mark its 170-year collaboration with the American jeweller – and one of those fetched an eye-watering $6.5 million (£5.1m) at auction.

And that really was the end of the 5711, so now, if you want a slim, steel, three-hand sports watch with the name Patek Philippe written on its olive-green dial, you must ask for a Cubitus Reference 5821. As is visible just from the photographs, the similarities to the Nautilus are undeniable, but the squared-off case also makes the Cubitus very different and, despite its obvious lineage, the new range is said to have taken more than four years to develop.

Right: the platinum 5822P with blue dial and perpetual calendar, £75,690; below: a Cubitus mechanism; bottom: the steel Cubitus 5821/1A with green dial and three hands, £35,330





Patek Philippe.
Hand-crafted.

In 1839, the founding year of Patek Philippe, finishing a watch entirely by hand was the rule. Today it is the exception. Should rare watches made in this way appeal to
so will our color brochure
The 7 Crafts of Patek Philippe.
Please write to: Patek Philippe,
Dept NGN, 41 Rue du Rhône, 1211 Geneva 3, Sw

Nautilus, the most rugged of Patek Philippe watches. Water resistant to a depth of 120 meters. Ultra-thin. Self-winding. Date. In steel or 18 kt gold.

Nautilus
PATEK PHILIPPE

Below left: Patek Philippe's porthole-shaped 5711 Nautilus, a stylistic forerunner of the new Cubitus

PHOTOGRAPHY: PATEK PHILIPPE; ADSR/ALAMY STOCK PHOTO

The new Cubitus family is currently small – comprising the Reference 5821/1A three-hander in steel, its steel and rose gold counterpart the 5821/1AR, and the range-topping 5822P – a platinum model with perpetual calendar and large date display – but, promises Stern, it will grow in several directions.

"For a long time I've wanted a square watch in the collection," he says. "It's not easy, as 85 per cent of the watches around the world are round. In my mind, it had to be a thin watch. It also had to be a watch with a new movement. And it had to be a watch that had all the DNA of Patek Philippe."

Similarities to the Nautilus are undeniable, but the squared-off case also makes the Cubitus very different

There's no denying that Stern has achieved his goal, not least with the 5822P that's powered by an all-new movement with no fewer than six mechanical patents.

Of the three launch models, however, it is the steel and rose gold three-hand version that may appeal to the yachting crowd the most, not least because you can instantly imagine it looking right at home on the deck of a boat – especially in a few years when the metals have been mellowed by time at sea.

Regardless of model, however, the beautifully slender Cubitus case makes each watch a real delight to wear, and people appear to have warmed to its decidedly different appearance surprisingly quickly.

As for whether the Cubitus will become as sought-after as the Nautilus, that remains to be seen – but the fact that the waiting list to own one is growing rapidly suggests that it might. So, if you're hoping to wear one on board this summer, it's time to get moving... *patek.com*

THE AGENDA

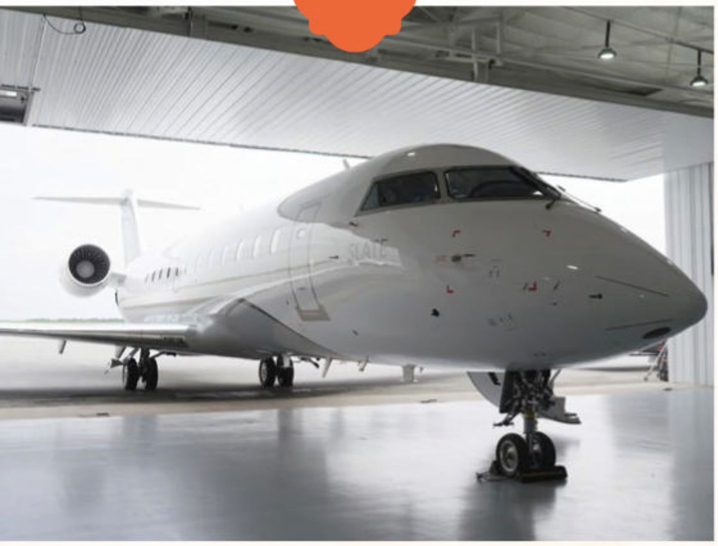
Your inside guide to the hottest happenings around the world this month. By *Belle Rice*

1-10 APRIL

CLASSIC DESIGN: FURNITURE, CLOCKS, SILVER & CERAMICS

Sotheby's London is set to auction a seriously impressive array of private collections consisting of artwork, furniture, clocks, silver and ceramic pieces from the 17th to 20th centuries. It's remaining tight-lipped about what's in the catalogue, but previous iterations have included a royal Regency folio stand from 1820, an early Louis XV oak console and a pair of George III wine coolers. *sothebys.com*

APRIL



SLATE AVIATION

A new charter jet service takes to the skies this month as the teams behind Vista and Tri State Charter launch Slate Aviation, expanding Vista's XO East Coast service with Tri State's Challenger 850 and VIP Bombardier Regional Jet aircrafts. The new offering features one of the largest private jet cabins available, as well as premium onboard services for an ultra-luxe 18-seat all-business-class experience flying between New York, Palm Beach and Nantucket. *flyslate.com*

Below: Loro Piana's spring/ summer 2025 collection. Right: Museum of Art Pudong, Shanghai

22 MAR-5 MAY

IF YOU KNOW, YOU KNOW: LORO PIANA'S QUEST FOR EXCELLENCE

In celebration of a centenary of Loro Piana, the exclusive maison hosts its first retrospective this spring at the Museum of Art Pudong in Shanghai. The exhibition will take guests through the history of the brand's use of fabrics, fibres, iconography and symbology – all intricately entwined with the heritage of cashmere that lies in the Himalayan plateaus of China. *loropiana.com*

PHOTOGRAPHY: COURTESY OF SOTHEBY'S'; TYSON SADLO; MAIROBIHERRERA; COURTESY OF SELLDORF ARCHITECTS; COURTESY OF CHANEL; BEN TUFNELL/ROW360; COURTESY OF LORO PIANA; CASA DE CAMPO; BEN TUFNELL/ROW360; SLATE AVIATION

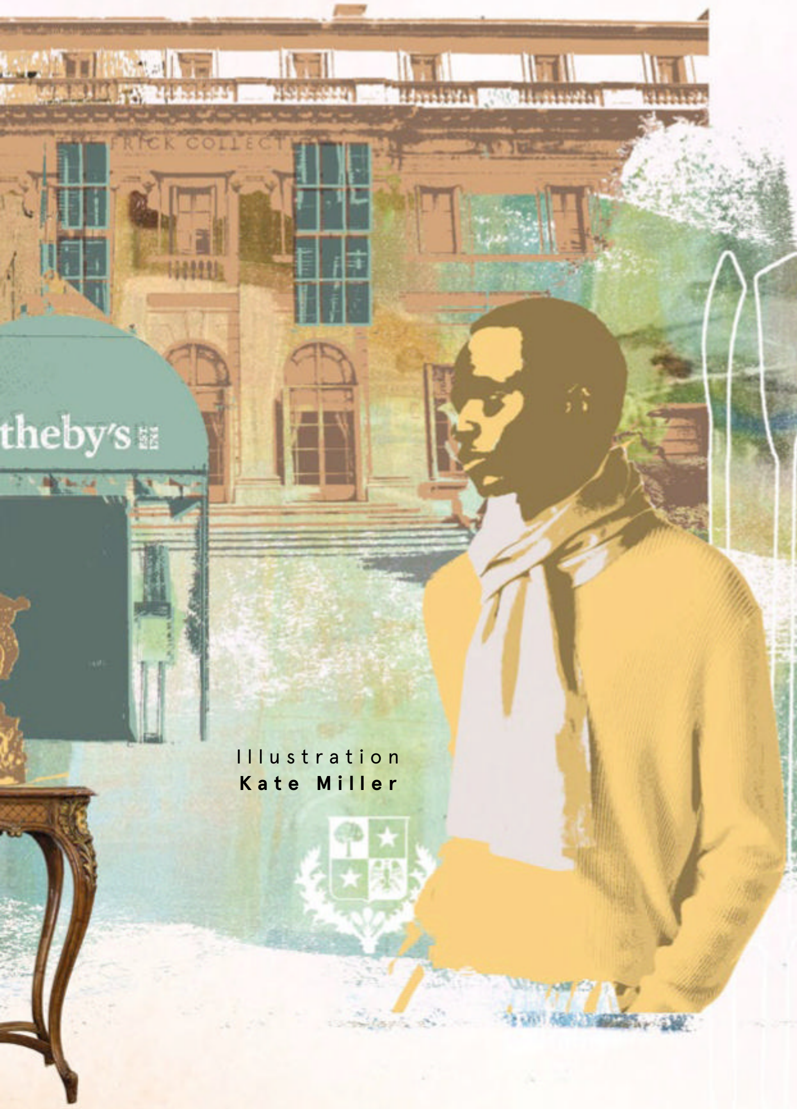
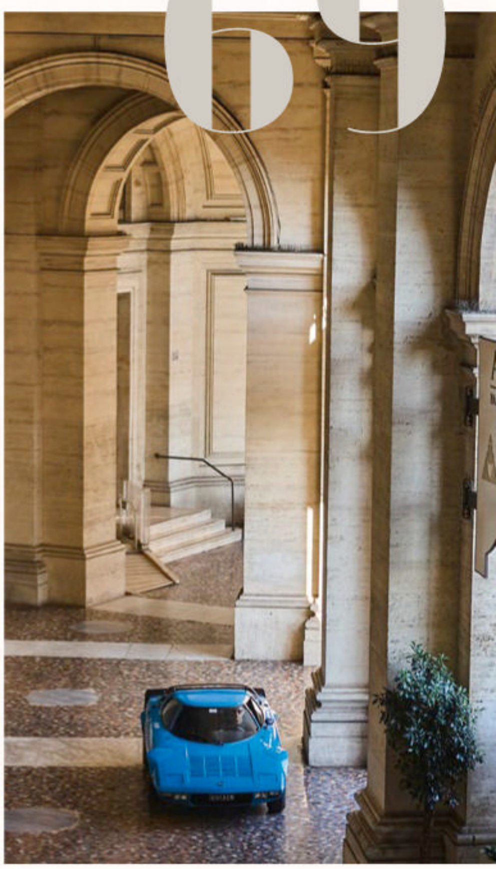


Illustration
Kate Miller

24-27
APRIL

ANANTARA CONCORSO ROMA

An all-new collector's car exhibition takes to the streets of Rome this spring in association with Anantara hotels. Featuring only the legendary Italian marques, the *Automobili Italiane* concours tells the story of the history of the nation's cars and motor racing with highlights by Alfa Romeo, Ferrari, Lamborghini, Maserati, Pagani and Bugatti. The tickets to go for? The Tiberius offering includes two nights at the Anantara Palazzo Naiadi, a VIP weekend experience at the Casina Valadier villa, plus gala tickets and access-all areas to the car showcase. *anantaraconcorsoroma.com*



CASA DE CAMPO POLO CHAMPIONSHIP

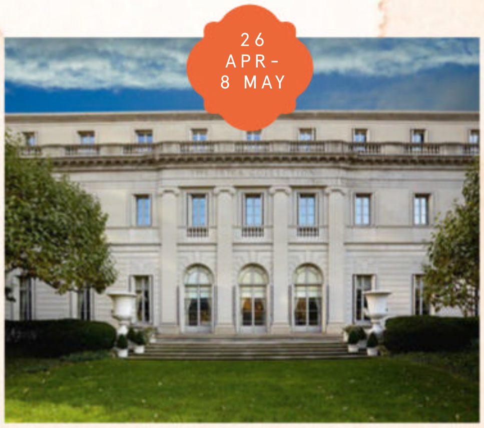
The sport of kings heads to the Dominican Republic this April for the Casa de Campo Polo Championship, set on the resort's perfectly manicured grounds. The finale of a multi-handicap season, the championship is an eight- to 12-goal event that has seen the likes of Adolfo Cambiaso, David Stirling and USPA ambassador His Highness Maharaja Sawai Padmanabh Singh take to the field in previous challenges. *casadecampo.com.do*

25 MAR
–
19 APR

THE FRICK COLLECTION

The Frick in New York City reopens on 17 April after five years of restoration and refurbishment, and to celebrate its revitalised galleries and additional spaces – including the unveiling of the second floor, which was previously the Frick family's unseen private living quarters – a series of special programmes kicks off with a week of concerts including classical, baroque and 20th-century music, as well as a new contemporary commission. Later in the year, three works by Vermeer will be presented in the new first-floor special exhibition galleries. *frick.org*

26
APR–
8 MAY



Right: J12 watch calibre 12.2, £6,600, chanel.com

13
APRIL

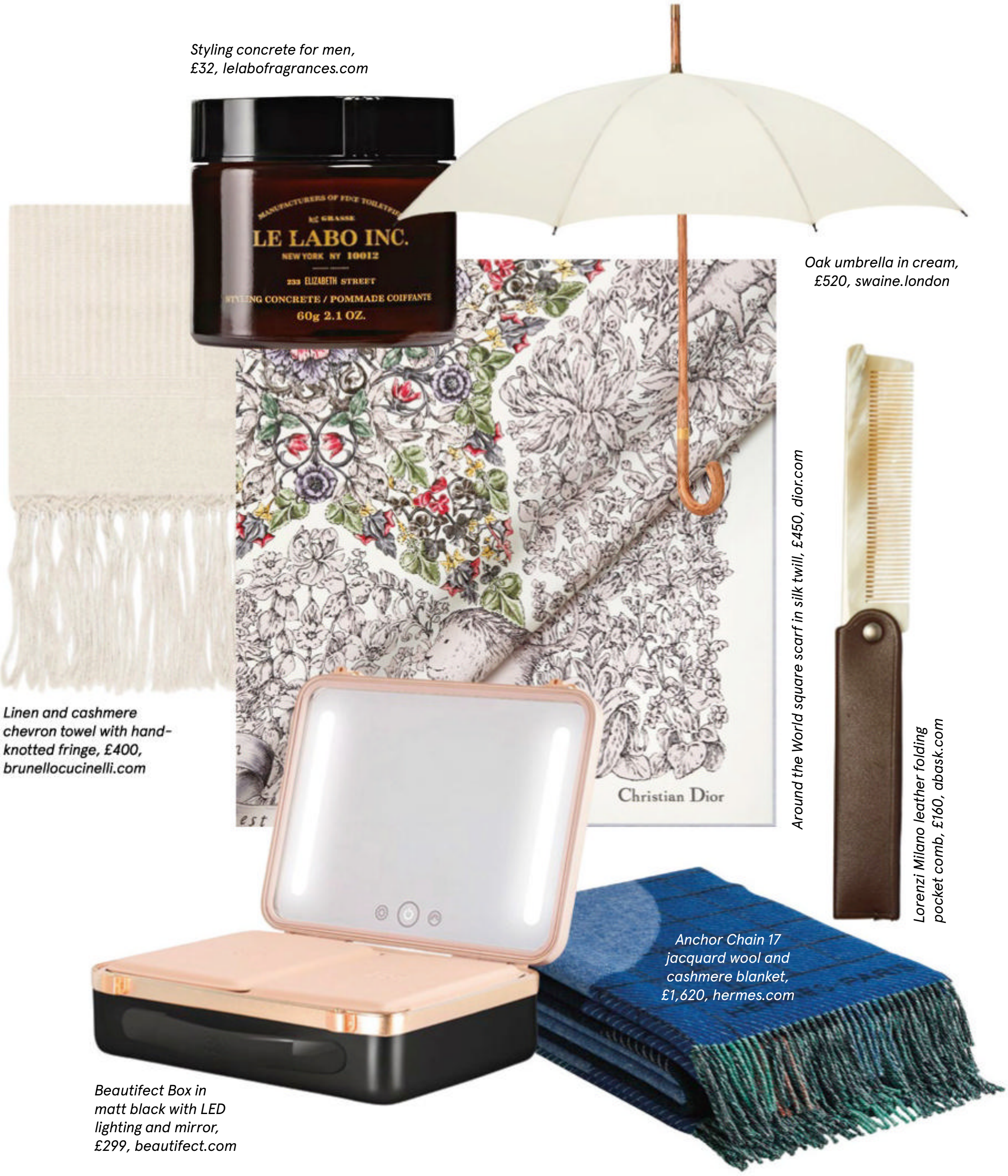
PHOTOGRAPHY:

THE CHANEL J12 BOAT RACE

2025 marks the beginning of a long-term partnership between Chanel and The Boat Race Company, with the super-luxe maison becoming the title sponsor and official timekeeping partner of one of the world's oldest sporting events. Oxford takes on Cambridge (last year's winner in both categories) in the collegiate race up the Thames, with the starting point being just by Putney Bridge. Book a table at The River Café for the best viewpoint (and lunch spot). *theboatrace.org*

Boat Life Edit

From boat to beach: tender essentials


MANUFACTURERS OF FINE TOILETRIES
GRASSE
LE LABO INC.
NEW YORK NY 10012
233 ELIZABETH STREET
STYLING CONCRETE / POMMADE COIFFANTE
60g 2.1 OZ.
Christian Dior

Styling concrete for men, £32, lelabofragrances.com

Oak umbrella in cream, £520, swaine.london

Linen and cashmere chevron towel with hand-knotted fringe, £400, brunellocucinelli.com

Around the World square scarf in silk twill, £450, dior.com

Lorenzi Milano leather folding pocket comb, £160, abask.com

Anchor Chain 17 jacquard wool and cashmere blanket, £1,620, hermes.com

Beautifect Box in matt black with LED lighting and mirror, £299, beautifect.com

PHOTOGRAPHY: ADOBE STOCK

By **Belle Rice**

Jet Tender 28

TECHNICAL SPECIFICATIONS

Length:	8,60 m
Beam:	3,00 m
Height max for storage:	1,45 m (with folded carbon fiber T-top)
Hull:	Hard chine deep V monohedric hull with spray-rails and 22° deadrise at transom, specifically developed for waterjet propulsion system.
Passengers:	16
Engine:	370 mHP
Waterjet:	Castoldi Turbodrive 284 H.C.T. waterjet drive with disconnecting multi-disc hydraulic clutch, movable grid on water intake, stainless steel impeller, titanium liner on impeller housing and Clear-Duct system.
Weight:	2.480 kg
Speed:	38 Knots

castoldijet | castoldi

CASTOLDI

Since 1962 Forerunners, always

www.castoldijet.it

CELEBRATING TWENTY YEARS

THE
WORLD
SUPERYACHT
AWARDS

20

IN ASSOCIATION WITH

ACQUERA CLUB
BELONG EVERYWHERE

ADMIRAL
BRAND OF
THE ITALIAN SEA GROUP

MADDOX

2-3 MAY 2025, VENICE, ITALY

TICKETS AVAILABLE:
WORLDSUPERYACHTAWARDS.COM

BOAT International

EVENT PARTNERS

OLIVERI
KRM YACHT
REFIT • REBUILD
OCEAN ALEXANDER
Camper & Nicholsons
CARLA GUILHEM
DESIGN

SUPPORTING PARTNERS

SALONE NAUTICO VENEZIA
FEMA MARINE

BOAT
International

Owners' Club

Living the dream on the world's best boats

P32
Surface Grinder
PIII
imperial
SKIP'S BOAT SHOP

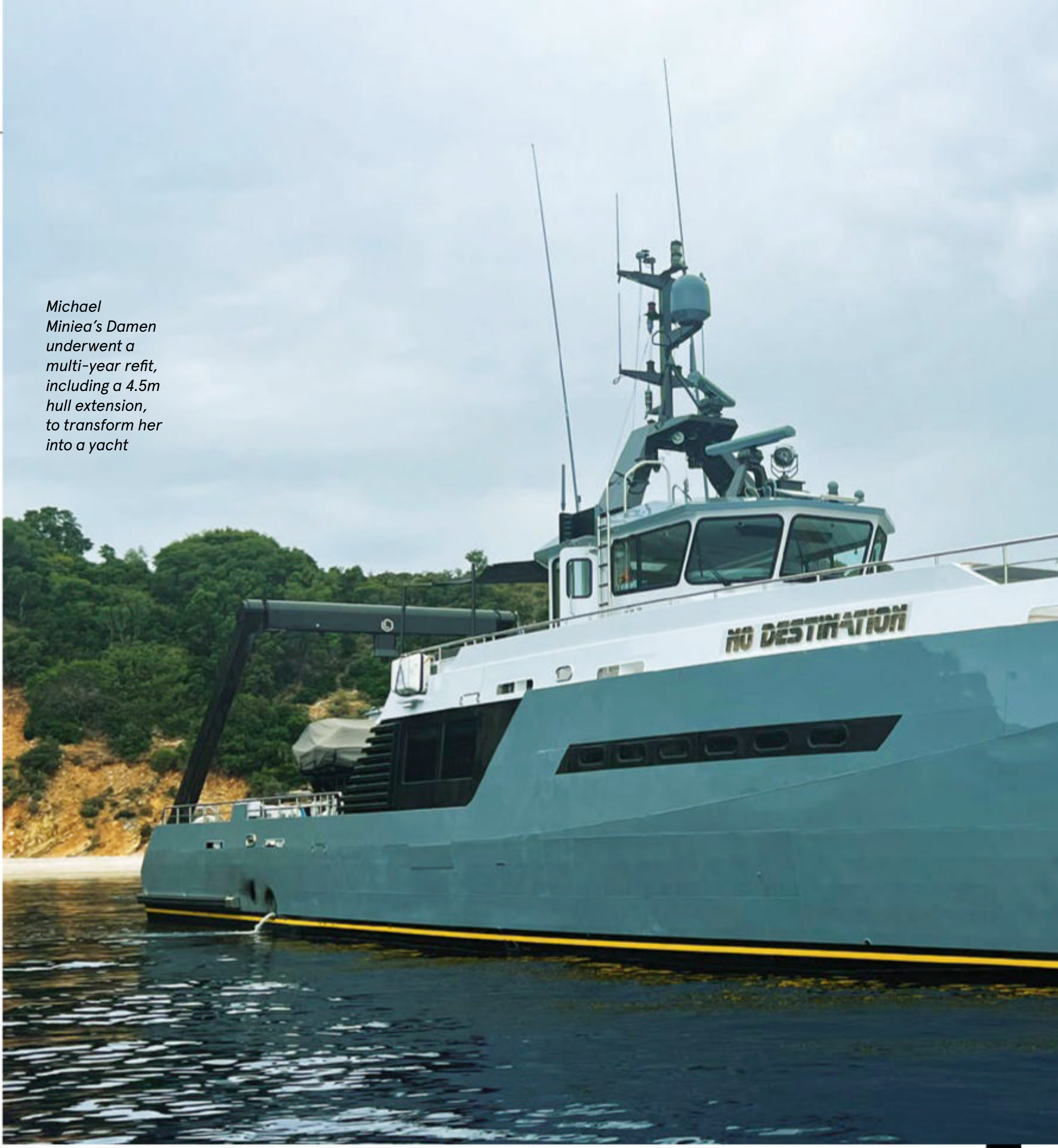
At the helm of the orange Surface Grinder *at the 1981 Key West World Championships, Michael Miniea goes slower on the water these days with his 37.5m rebuilt Royal Navy vessel*

For more information about our exclusive Club, email ***ownersclub@boatinternationalmedia.com***

This month: going places in *No Destination* / partying with 5,000 people by your stern / Eddie Jordan converts a try into a win

Edited by Charlotte Hogarth-Jones

PHOTOGRAPHY: COURTESY OF OWNER



Michael Miniea's Damen underwent a multi-year refit, including a 4.5m hull extension, to transform her into a yacht

ON BOARD WITH

Michael "Big Mike" Miniea

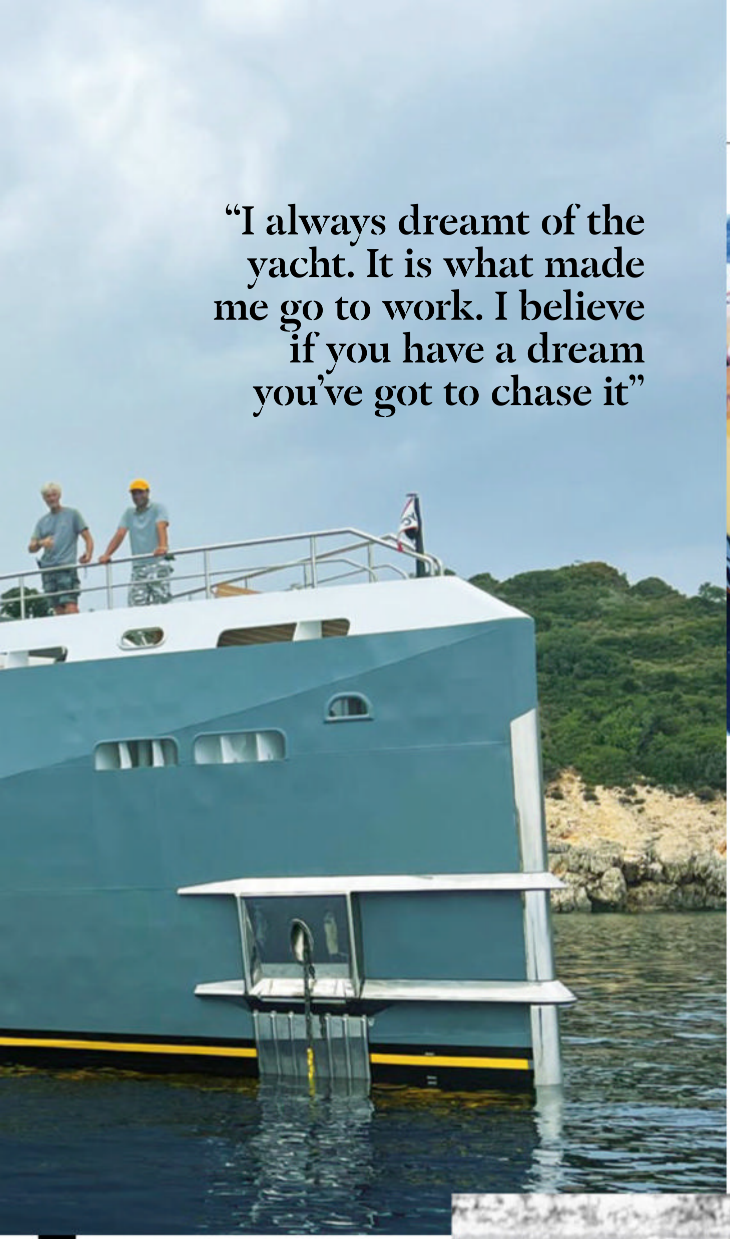
The daredevil adventurer and owner of *No Destination* talks swimming, waterskiing and hydroplaning with *Risa Merl*

"Call me Big Mike," says Michael Miniea, the owner of 37.5-metre Damen *No Destination*, when we meet quayside in Monaco. He's wearing a brightly patterned shirt and a big smile across his face. Within moments, Miniea is joyfully recalling stories of his earliest boating memories, from racing hydroplaning motor boats at the age of 13 to waterskiing the Intracoastal Waterway. "I used to waterski to school, behind my friend's 16-foot [4.9 metre] Boston Whaler, with my buddy driving the boat," he says with a chuckle. "We'd dock near the junior high school and go to class." Well, that's one way to beat rush-hour traffic.

Miniea is an adventurous soul, so it makes perfect sense that his superyacht of choice would be a ruggedly equipped, though luxuriously refitted, former commercial vessel. His taste for adventure is matched only by his knack for spotting opportunities – a trait that has served him well professionally and personally. From founding multiple successful businesses in the machinery and steel sectors – including Specialty Metals Processing and Penn-Ohio Industrial Complex – to recognising the potential in converting a Damen commercial vessel into a superyacht, Miniea sees possibilities where others do not.

Miniea's life could've taken a very different route. "My parents wanted me to be an Olympic swimmer," he says. Chasing this gold-medal goal prompted his family to move when he was 10 years old from Louisville, Kentucky, to Fort Lauderdale, Florida, home of the International Swimming Hall of Fame. Miniea went to swim practice twice a day, before and after school. On the weekends, he and his friends would ski all the way from Lauderdale-by-the-Sea to Delray Beach, some 40 kilometres away, swapping between two waterskis, slalom and barefoot.

One day, Miniea's swim coach asked him to quit waterskiing. "It uses different muscles to swimming; for swimming, you want to be loose, and with waterskiing, you're tight," he explains. "I told my coach 'I think I like waterskiing better than I like swimming.'" And with that, Miniea hung up his Speedos, dashing his parents' Olympic dreams, and swiftly switched gears to another waterborne competition: racing hydroplane powerboats.



> "I always dreamt of the yacht. It is what made me go to work. I believe if you have a dream you've got to chase it"

Left: Miniea built and raced Surface Grinder *for OMC Corporation and later refitted it into a fishing boat (below). Bottom: as a teen, Miniea raced hydroplane powerboats*

SURFACE GRINDER

P32
AM Surface Grinder
MACHINERY CO. INC.

YOUNG HOPEFUL — Mike Miniea, 15-year-old from Fort Lauderdale, pauses for picture at the edge of the pit area. His boat, a Charlton, entered in three classes waits in the water behind him.

With only three contact points on the water – two front sponsons and the propeller aft – hydroplane boats skim across the surface propelled by an outboard engine. Miniea raced in all of the Stock Hydro classes, including D Stock, the biggest and most powerful Stock Outboard category, reaching breakneck speeds of 113 to 143 kilometres per hour. The American Power Boat Association describes the D Stock Hydro class as "heavy-duty racing for experienced competitors". With boats known to flip and crash, it's a risky undertaking for anyone, let alone a 13-year-old boy. Miniea was usually the youngest driver on the race course, and his dad drove him to all his races. "He was my crew chief," Miniea says. During summer holidays as a teenager, Miniea worked at a marine centre in Chicago and raced on lakes in Wisconsin.

Miniea majored in business studies at the University of Tampa while he continued racing. In 1971, he was on track to win the national championship in his racing class before a career-ending turn. "I flipped over on the last corner," he said. "I didn't get badly injured that time, though I had been injured many times before, but I knew it was time for it to end." At only 21 years old, Miniea was already an eight-year powerboat racing veteran. This also coincided with cutting his university studies short. "I was getting married

PHOTOGRAPHY: COURTESY OF OWNER; COURTESY OF BURGESS

>>

NO DESTINATION

Just Design reimagined the inside of No Destination

around that time, so I went to work and started my own business," he says.

His dad was a tool and die maker, constructing precision tools and metal forms. Miniea spotted an opportunity to make use of the old machine tools and metal working equipment from his father's business. "I started by buying his old machinery, cleaning it up and selling it," he says. "It was something that was relatively easy to do with the limited amount of capital that I had. All of the sudden, I had a thousand machines in stock."

Miniea's next business venture was in steel processing. The original base of his company, Allied Metal Processing, was in South Florida. With most of his customers focused in the building trade, the company made steel two-by-fours, steel studs and roof truss plates. "We ended up with six plants throughout the US spread out on seaports," says Miniea.

Two retired sports careers and two businesses founded all while he was still a young adult. So what was next? "I got divorced –twice," says Miniea. "But I'm happily married now for 27 years to my wife, Becky." Miniea has two sons; fittingly, one has gone into steel and the other, superyachts. His youngest is operations manager at a steel plant Miniea founded in Ohio, and the other runs his own yachting hydraulics repair facility. "As they always say, the seed doesn't fall far from the tree," says Miniea. "I'm a gearhead and my kids are gearheads."

Miniea later relocated the hub of his businesses to Pennsylvania, where he currently resides, an hour north of Pittsburgh, and also has a house in Vero Beach, Florida. Along with the machinery and metal businesses he founded, including Mico Worldwide, Miniea owns Penn-Ohio Industrial Complex, which has a self storage facility, commercial offices and warehouses.

In the early 2000s, he and Becky were pretty much retired and had just finished building a new home when Miniea said to Becky, "I think we ought to go back to work one more time." He bought a failing steel plant and Becky, a former vice-president at Gillette, ran the office and sales. "I ran operations, and she was the finance and the brains behind the outfit." The company had lost money 19 months in a row before Miniea bought it. "We made money the first month and never looked back, and grew the company – Specialty Metals Processing – by about 40 times."

While he was busy building businesses and raising a family, Miniea kept an oar in the boating world. He converted a racing boat into a high-speed fishing boat – foreshadowing his interest in refits. He also built a centre console open fishing boat, which he used to ferry his wife over to the Bahamas, where they got married. "We spent a month over there after the wedding; we went fishing all over the Bahamas," he says. "We still have that boat in the family; it's absolutely immaculate."

Miniea's next boat was an 11-metre Marlago centre console. Despite the modest size, he and Becky did multiple 1,500-kilometre-plus trips on it, including throughout the Pacific

HOT TUNA
WILMINGTON, DEL.

FINISH LINE

Left: Miniea owned Hot Tuna *with his dad (pictured). Below:* Finish Line *took Miniea and Becky on their honeymoon in the Bahamas*

PHOTOGRAPHY: COURTESY OF OWNER; COURTESY OF BURGESS; GETTY IMAGES

With wife Becky (left) and family (below). Below, left and right: No Destination *carries a Zodiac RIB, a Hobie Cat and a 9m landing craft. Bottom left: the Bahamas has been a favourite destination for cruising and fishing*

> "I opened 11 steel plants, built 13 houses and one superyacht"

Northwest and the San Juan Islands off Washington state. Shipping the boat back to Florida, they took it on 2,500-kilometre trips in the Bahamas and to the Hemingway Fishing Tournament in Cuba, where they came fourth.

"Then, unfortunately, my wife got in a bicycle accident and was in a coma for 16 days," says Miniea. "When she came out of that, she had to learn how to walk and talk again." This changed the pace of their adventures, but didn't stifle them completely. Miniea built a custom RV for Becky and took it to Alaska and Mexico, along with a fishing boat, bicycles, a four-wheeler and kayaks.

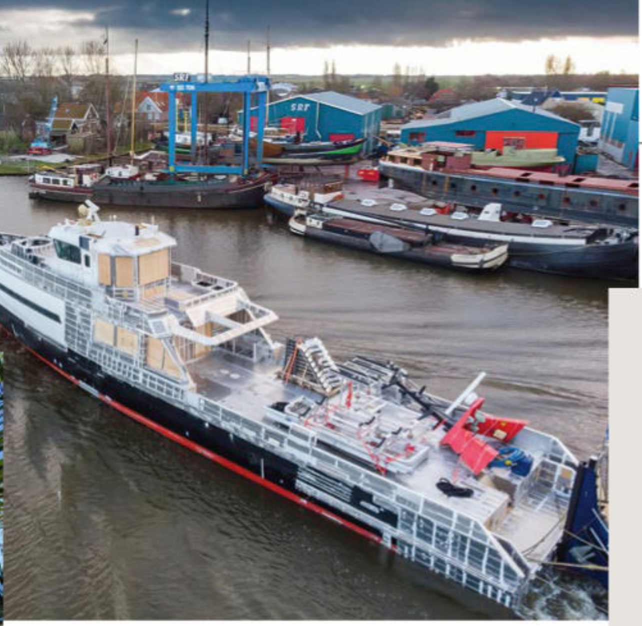
But there was a bigger boat on Miniea's horizon. "It was always my dream to retire on a yacht," he says. "All this stuff that I've done for 44 years, owning my own business, being my own boss… at the end of the tunnel, my goal was owning a yacht." Originally, he had set his sights on an explorer yacht in the sub-30-metre range. But one year at the Fort Lauderdale boat show, he laid eyes on Damen Yachting's 55-metre support yacht. "I was walking down the dock and I looked up at that bow… I ended up spending about seven hours with the captain, met Rose [Damen], the whole nine yards," he says. But 55 metres was larger than what Miniea had in mind.

"I liked their 35-metre axe bow boat, the Fast Crew Supply Vessel," says Miniea, referring to one of Damen Shipyard's commercial offerings. "At the time, they didn't want to build me a yacht that small, and I respect that. So I said, I'll build my own boat." Miniea was busy researching whether he wanted to build a yacht in Turkey or Singapore when he stumbled upon a 33-metre vessel for sale on the Damen Trading website, which sells used commercial vessels.

"I went to look at it, and I bought the boat in one hour," says Miniea of the Damen commercial vessel that would become *No Destination*. Formerly used by the British Navy, it was launched in 2009. "It was black and white – and green, absolutely covered in mildew. It had these big, ugly bumpers on the side and a big, ugly crane." The boat had been laid up for eight years. But Miniea saw potential.

It was a hunch that paid off. "It's called a hot layup, meaning someone would come down once a week and run the boat. It looked terrible on the outside because they never washed it, but the engines were in perfect condition, even the light bulbs weren't burnt out." Miniea bought it in 2018 and contracted Azure Naval Architects to start the refit process. "We totally gutted it, removed everything except the engines, generators and gearboxes." He hired Just Design for the interiors, but was very involved in the process, choosing all the materials used on board.

>>



Right: No Destination *was once a Royal Navy crew support vessel. Below: Miniea's two-year cruise included stops in Capri, Cannes and Sicily*

"We totally gutted the boat; removed everything except the engines, generators and gearboxes"

No Destination set sail from the Netherlands in July 2022, bound for the Med. "We visited other shipyards that had quoted me, just to say hello again," Miniea says. They called in at Freire in Spain and JFA in France. "They had been very friendly, and I wanted to show them the finished product. When I get a quote, I'm very upfront, and say 'Look, everybody can't win it, but that doesn't mean we can't be friends.'"

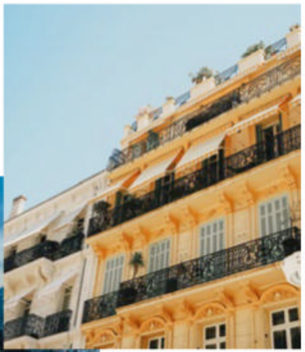
They also spent time in Portugal and Morocco – *No Destination* was docked in Tangier while Miniea and Becky spent six weeks driving around Morocco. After cruising through the Balearic Islands, they arrived in France in time for the Cannes Film Festival and the Monaco Grand Prix. Then it was off to Corsica, Sardinia and the rest of Italy. "We did the whole Amalfi Coast, spent time in Capri and cruised the Aeolian islands off Sicily," Miniea says. "One night, we anchored right below an active volcano. It was pretty spectacular." Of course, *No Destination* is outfitted for fishing, and while cruising between Sicily and Malta, Miniea caught three big swordfish.

He and Becky spent the whole summer of 2024 in Greece and Turkey. "When I first met my wife, I asked her what she wanted to do when she retired. She said 'I want to go on an extended cruise of Greece.' I said, 'I'll tell you what, if we're together, I'll take you on your personal yacht'."

"I always dreamt of the yacht," he continues. "The yacht is what made me go to work. I believe if you have a dream, you've got to chase it."

After using the yacht nearly non-stop for two years, Miniea has decided to pass *No Destination* on to another worthy owner, and she's currently for sale with Burgess. "When I have a boat, I use it a lot. So I get tired," he explains. "We accomplished what we wanted to. I opened 11 steel plants, built 13 houses and one superyacht. I got the yacht, and Becky got to see Greece." He's now on the hunt for a new boat he can use to fish off Vero Beach and run over to The Bahamas.

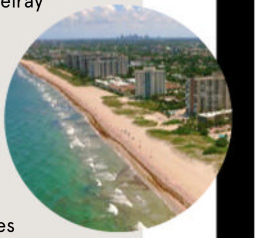
Miniea is the human embodiment of taking the road – or waterway – less travelled. And that, as poet Robert Frost wisely continued, "has made all the difference".



A sporting family

Besides his own sports history, the owner of No Destination, *Michael "Big Mike" Miniea shares a love of racing, adventure and sporting fun with his sons and wife. Here are some of the family's favourite places to enjoy their sport of choice.*

Waterskiing: Miniea waterskied along the Intracoastal Waterway from Pompano Beach to Delray Beach in the mid-1960s – still his favourite place he ever donned skis.



Swimming: While he swam competitively at the Fort Lauderdale Aquatic Center, Miniea cites the Greek Islands as his favourite place to swim today.

Fishing: Miniea and his wife have fished all over the world, but Homer, Alaska, and Los Barriles, Baja, Mexico, top their favourite places to cast a line.

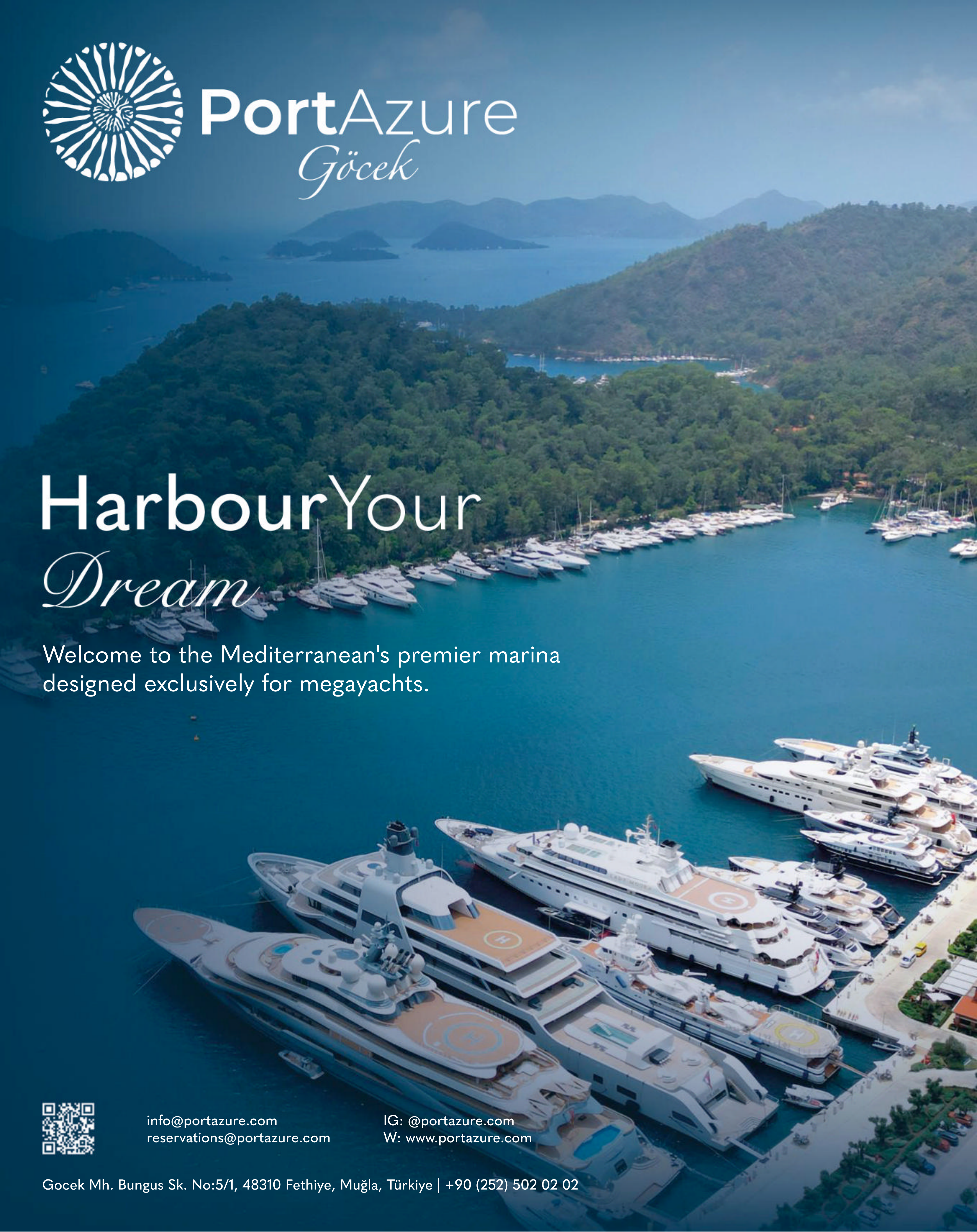
Powerboat racing: When Miniea was racing Stock class motor boats in the 1960s, his preferred racecourses were in Beloit, Wisconsin, and Lakeland, Florida.

Snow skiing: Miniea and his wife were avid snow skiers, spending time on the slopes in Vail and Aspen, Colorado.

Soap Box Derby racing: Miniea's sons competed in Soap Box Derby racing as kids, and Miniea enjoyed taking them to the Abacos for the Hope Town Box Cart Derby.

Car racing: Miniea's son raced cars. His favourite race was the Chili Bowl in Tulsa, Oklahoma. Miniea himself enjoys running his Praga R1 on the track in Sebring, Florida.

PHOTOGRAPHY: COURTESY OF OWNER; GETTY IMAGES; CAROLINE MINOR CHRISTENSEN ON UNSPLASH; SOFIA M ON UNSPLASH



PortAzure
Göcek
Harbour Your
Dream

Welcome to the Mediterranean's premier marina designed exclusively for megayachts.

info@portazure.com
reservations@portazure.com

IG: @portazure.com
W: www.portazure.com

Gocek Mh. Bungus Sk. No:5/1, 48310 Fethiye, Muğla, Türkiye | +90 (252) 502 02 02

My Life in Boats

Michael Coit, owner of Outer Reef 860 *Eagle*

When I was about 12 years old, **my father bought me a $90 Thompson wooden runabout** that I kept on the ocean in New London, Connecticut. I thought I was hot stuff, taking my girlfriends out for a ride. That's what started my love for the ocean. When I got out of school and had my first $2 in my pocket, I bought a custom wooden sportfisher and did a lot of fishing. I had other boats over the years until I got very busy in business.

About five years ago, I started looking at boats again and saw the one I'm sitting on now, *Eagle*, an Outer Reef 860. I was attracted to it because it looks like a vintage boat. We spent time in Palm Beach and New England, then **a friend introduced us to the Ocean Reef Club in Key Largo**, where I live on board half the year. I have added to my fleet here an L&H sportfisher that's 44 years old, which we rehabbed. I just acquired a 1961 Merritt sportfisher and we also have a 43-year-old Boston Whaler that we rehabbed. Last year we took delivery of a J Craft (*pictured below*). It's brand new but when you look at it, you feel like you're in the early days on the Amalfi Coast.

We spend summers on a lake in Montana, where I have three boats: a mahogany Stancraft, a Cobalt runabout and a small fishing boat. **I keep everything in as-new condition.** I didn't grow up with a silver spoon in my mouth; I could only dream of having just one of these items, so I value what I have.

Alan Dabbiere
Yacht: *Constance*
Length: 60m
Year: 2006
Location: St Barths

How long has the yacht been in St Barths?
Since the middle of December – so it's been an extended stay. But I submit that it's cheaper to run the boat that way as we use less fuel! We had originally intended to do some more cruising around the British Virgin Islands, but we've had so many friends coming and going that it made sense just to stay put, and we've been having so much fun that it's difficult to leave! I think we've become a hotel boat at this point

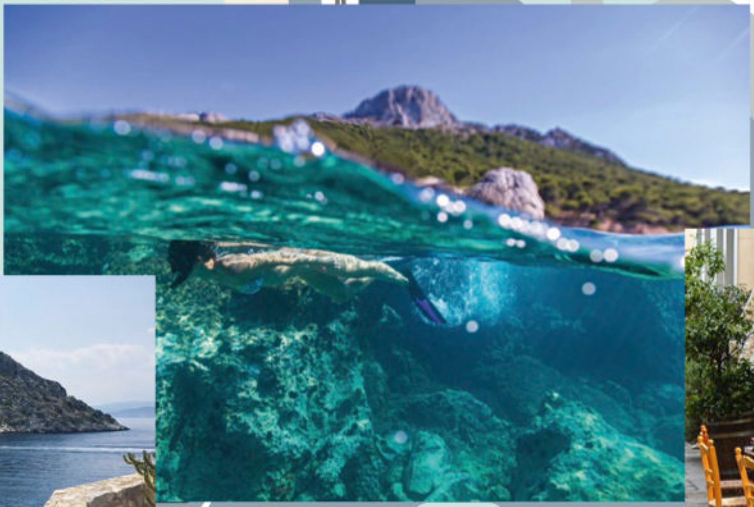
What have you and your guests been doing?
The beauty of this place is you can put together a few weeks of itineraries and never go to the same place twice, and you can have a real extreme of experiences. You can find lonely places for quiet lunches or time on the beach, while there are also places to dance the night away. On the latter point, I've had some good friends staying with me on board lately and they definitely know how to have a good time

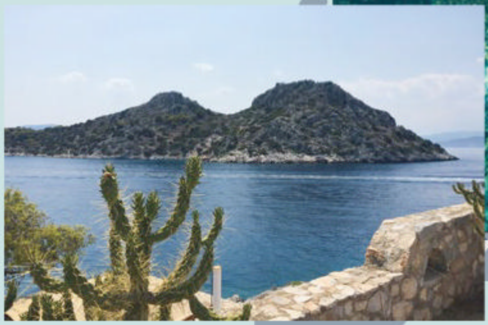
And you've caught some great weather...
If it ever rains, it's for a few minutes and then the sun's out again. You know the old saying "If you don't like the weather, wait 10 minutes"? That definitely applies here

What was New Year's Eve on the island like?
It was a step up from the Monaco Yacht Show – there was a lot of big iron in the water. Just an amazing collection of boats. You get a lot of famous DJs down here; this year they had one of Bob Marley's sons playing a set for the big open party at the dock. We've got a prime berth in Gustavia and right off our transom there were 5,000 people partying in the street. Then at midnight they stage a spectacular fireworks display. All the bars and clubs have something going on

Are you sticking around for the Bucket?
Yes, we'll be here still. We still aim to get to the BVIs before the end of the season. We'll keep the boat on the US side in the summer and spend some time up in New England. We thought about going to the Med but it's a long haul for the kids and I want them to spend as much time on board as possible

Interview **Kate Lardy**





Members' Logbook

From St Barths to Greece, our Owners' Club members have the insider's intel

Owner of *Aquarella*

Length: 42m
Year: 1995
Location: Greece

What are you most looking forward to this upcoming season?
Every season is special, but what makes me emotional and very excited are our guests' comments, written in *Aquarella*'s guestbook as they are the reward for my personal and my crew's effort. This means a fully booked *Aquarella* for the seasons to come

What was your highlight from 2024?
The 15-day cruise we took with *Aquarella* and my Azimut 56, *Praxis Tessera*, crossing the Aegean to the Cyclades, Dodecanese and the coast of Turkey. We faced some tricky weather conditions, but we made the trip successfully and created some amazing memories

Do you have a secret Greek island location that you always visit?
Our Greek seas are full of secret small islands. My favourite is Dorousa, a very small island in the Saronic Gulf. It's near to Athens but you feel totally detached and relaxed

Do you think Greece is getting busier as a yachting destination?
It definitely feels that way. But it's not hard to see why more people are coming – the coastline is endless and beautiful and service levels are high. But we can't be complacent – we have to keep improving to fulfil our visitors' expectations

***Aquarella* has some muscle! How often do you run at full speed?**
Speed is determined on a case-by-case basis. Cruising with a motor yacht doesn't have to be a race. We are cruising for fun. Our guests have to enjoy being on board. So, full speed is reserved for urgent situations, like when someone has to catch a flight!

Do you have a chase boat?
Yes, we have a Technohull Omega 45 that can hit 45 knots. We use it when *Aquarella* is docking for visiting nearby islands, provisioning and guest transfers – but also simply for fun

Has the yacht attracted a lot of interest since you listed her for sale?
A yacht of *Aquarella*'s size and history always attracts the interest of possible investors who want to possess an asset with an undoubted value. Yachting is my passion and I'm always thinking of what's next, so when she sells, I'll start looking at new opportunities to go bigger

PHOTOGRAPHY: DANITA DELIMONT CREATIVE/ALAMY STOCK PHOTO; GETTY IMAGES; QUIN BISSET; BILLY BLACK; COURTESY OF OWNER; NIKOS PAPANIKOLAKIS/GETTY IMAGES

Map **Jing Zhang**

Lippy from the Liffey

Fortune favours the brave, says *Eddie Jordan,* so break free from the scrum and start scoring tries… or, better still, just buy the whole damn club

You might have seen in the press that I've bought the historic London Irish Rugby Club with my son, Killer (real name Kyle), and a business partner. I've got a long connection with the club and my daughter, Miki, used to work there. The club went into administration in 2023 and I'm excited about the potential to revive it.

I'm a deal junkie. I can't stop myself. I love this kind of stuff. I act on impulse and see what happens. I even spoke to Keith Richards about it and a few other people, but ultimately it came down to two words: fuck it. I apologise for the language, but it neatly sums up a lot of my decision making. Should I get into Formula 1? Fuck it. Should I buy an Oyster and sail around the world? Fuck it. I'm a risk taker and always have been so who knows what's going to happen with London Irish? We'll have a crack and see how we get on.

I never really know what I'm going to do next. It's a bit of a roller coaster. I wouldn't want to be married to me! Thankfully I've always had a very supportive partner in Marie. I remember coming home to her and saying I wanted to buy a new Oyster 885 and she said, "What's that?" Ultimately she understood, as she knew it was on my wish list. I was approaching 60, I was done with Formula 1, the kids had grown up, so when else was I going to do this? Time flies and you don't get a second chance. The meter only goes forwards. When they eventually lay me down to rest, I would like to think there's not much that I haven't done. This approach used to make my mother tear her hair out. I left a nice, comfortable job at the bank and chanced my arm, defying all the rules and regulations my mother had taught me to observe, but I pushed all those to one side and I've built a pretty good life for me and my family. Marie has been with me the whole way. When I came home and told her I was going to buy London Irish, she simply said: "Good luck".

At least I've got a bit of form when it comes to owning sports teams. I used to own a pretty decent chunk of Celtic FC with Denis O'Brien and Dermot Desmond. That club is very close to my heart and I was very happy to see them go so far in the Champions League. I thought they put in a great performance against a huge team like Bayern Munich. I always like being the underdog and backing the underdog. It was the same in F1. I knew that a lot of the time my drivers would be at the back of the grid but I told everyone they just had to perform to the best of their ability and sometimes you get lucky. We punched above our weight for years and developed some amazing talent that went on to dominate the sport.

I loved seeing Sir Chris Hoy coming out onto the pitch at the start of the Six Nations game between Ireland and Scotland recently. He's a truly amazing guy and I have some understanding of what he is going through, given my ongoing battle with cancer. He looked pretty bloody good, I must say! I'm still having chemo and it knocks me for six but, like Chris, I'm very happy to share this with people. Even if it inspires a few of the menfolk out there to go get a prostate screening, it will have been worth it. Just build it into your life, get it done every year or even every six months. There's no harm in it, and it might avoid some nasty outcomes. So what's your excuse? Book that test today! □

Eddie Jordan's fee for this column has been donated to charity

Illustration **Jon Rogers**

Zuccon
International
Project

TIMELESS ECHOES
OF DESIGN AND ARCHITECTURE

zucconinternationalproject.com

TOP DOG

King Benji offers an experience on board that no other yacht can match, say long-time charterers

Most of us have a younger self, a favourite childhood toy or formative experience we're yearning to get back to, and now there's a boat for that: the new 47-metre, explorer-style *King Benji*.

Take for example Mark Tchelistcheff, an American who spotted the boat in a copy of *BOAT International*. He was one of the first guests to charter *King Benji*, in the South of France, along with his wife, Yulia and two daughters, Natasha and Vera. Mark's ancestors were aristocratic Russians who fled their homeland after the 1918 Revolution. His grand-uncle André Tchelistcheff is considered the "godfather" of fine Californian wine, and Mark possesses one of the world's more refined palates. Not to forget he's a celebrated Berlin-based movie producer and director with a film-maker's eye for flair and detail. Above all, Mark grew up spending summers on charter boats and has been aboard some of the world's most famous vessels at the Cannes Film Festivals. He knows what makes a boat good.

"I felt like I'd spent my life feeling guiltily hard to please," he says. "I'd started to develop an aversion to what you might call 'old mens' white yachts'. The people often walk around so gingerly, as if afraid to step on eggshells. They can look so uptight, scared even. The service might be impeccable but is there the warmth? Does it have a heart? Candidly, it's easy to become quite dispirited on some of these floating St Regises."

He pauses, meditatively. "The aura of *King Benji* is just so different," he goes on. "It's a very unusual blend of fun and refinement. Such boats are very rare. In fact I can count them on the fingers of one mitten. 'Fun' might seem like a trivial thing, but it's really not. Over the course of our stay, we would discover just how much we needed the time on *King Benji*."

This movie starts in the beautiful bay of Beaulieu-sur-Mer, beside Saint-Jean-Cap-Ferrat. "It's one of my favourite places in the world," says Mark. "The light is so invigorating; the breeze is gentle and warm; the shoreline surprisingly green." In the foreground, *Seven Seas*, Steven Spielberg's 109-metre Oceanco, is at anchor and looming large. She may belong to one of Hollywood's most famous directors, "but does she have an aft deck like *King Benji*'s?" Mark asks with a twinkle in his eye.

King Benji, named after the owner's pet dog, has her own dramatic silhouette, with her massed explorer-style profile fore and giant deck aft, ready for action. Her zingy blue colour complements the water and sky, and with the toys out, she looks like some aquatic adventure playground for the whole family. There are hot and cold plunge pools at the bow, a vertiginous crow's nest, inflatable water slide plus climbing frame amidships, and that vast aft deck with 10-tonne crane and 12-metre Nor-Tech tender. Then there's the swim platform and a string of float structures off the stern that defy anyone, at any age, not to have a good time. One of the float structures even has a golf hole. The big aft deck makes a fine driving range, from which you can blast seaweed-based *King Benji*-logo golf balls in its direction, feeding the fish if you miss.

"THE AURA OF *KING BENJI* IS JUST SO DIFFERENT. IT'S A VERY UNUSUAL BLEND OF FUN AND REFINEMENT"

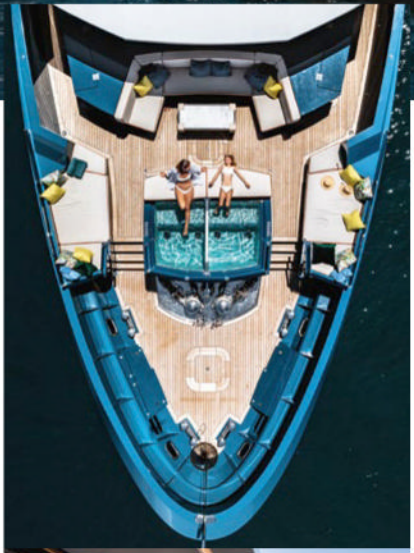
Yet she is so much more than the sum of these parts, Mark believes. "What lists of toys and other features can't capture is the way the boat feels – that all-elusive aura," he says. "One thing you sense from the get-go is she tends to be animated in a way the biggest boats aren't, and let's face it, who wants to eat in an empty restaurant? Even when you see her in a marina, docked stern-to among other boats, your eye is uncannily drawn to her. She's where you want to be."

Part of the explanation for this is the cast, or crew rather, who just gel. "That all-important chemistry doesn't happen by accident," says Mark. "The owner (Josh Golder) has put a huge amount of care and attention into getting the service experience right. He's rumoured to be one of the toughest guys in the industry to work for, with impossibly high standards and a tendency to fire crew on the spot, yet I suspect the people who say that simply don't share his vision of putting the guest experience first. The best crew are in demand; they can pick and choose where they work, and they work here. The owner understands the need for a hospitality approach."

What of Mark's guest experience, then? How did it really turn out? "Top of mind: Vera started competitive climbing within weeks of trying that activity on the boat," he replies. "That's a big deal, at her age. That helps her be brave and confident in life.

"Natasha found the inflatable slide thrilling, and soon developed a taste for tuna tataki bao buns." Natasha chips in: "So much better than any Berlin hamburger or even falafel. I love the palm trees on the main deck too, and the super amazing comfortable couches. Oh, and the crew even dried my hair!" Vera choruses: "The crew were so nice."

As a 10-year-old, Mark read Jules Verne's *Twenty Thousand Leagues Under the Sea*. The undersea-themed guest rooms feature triggerfish, squid and octopus. Matched wallpaper is strikingly real. "It reactivates the younger part of us," says Mark. "In contrast to the small portholes you find on many boats, the big picture windows create this connection with the sea and the natural world. The boat feels so open in that way. I don't know how they got those windows – and doors on the upper levels – into the superstructure. The openness helps



Builder Dunya Yachts

LOA 46.7m

Beam 8.9m

Draught 2.95m

Guests 10

Crew 9

Tenders and toys
12m Nor-Tech; 4m Novurania; 4 x jet skis; 2 x Seabobs; 2 x eFoils; scuba, snorkelling and fishing gear; slide; rock-climbing wall; inflatables; towables and more

Summer 2025 West/East Mediterranean

Winter 2025
Caribbean/Bahamas

Rate from $250,000/week

Charter manager
vanessa@cecilwright.com

"WHEN WAS THE LAST TIME YOU TRULY DECOMPRESSED?"

nourish the imagination. Natasha and Vera love dolphins, and they started looking like dolphins while swimming around the stern, where the water is deepest blue. They were so unselfconscious – fearless, even."

"There's always a peaceful place to retreat, where I can be undisturbed," says Yulia, Mark's wife. Yulia is a former dancer who practises daily yoga, works with the WHO and teaches public health at Technical University Berlin. A favourite spot for her was the crow's nest, which affords panoramic views and is calm. Guests are also sheltered, in complete privacy – seeing, but not seen.

Mark equally enjoys ascending to the crow's nest, the breeze gentle and warm there too, a glass of chilled wine in his hand. It's a Whispering Angel rosé, as beloved by singer Adele and produced by Lichine, a wine-making family that Mark's own family had known before the Russian Revolution. "It has this beautiful pale pink colour, and it's lush while being bone dry, with a very smooth finish over the entire palate. I savour it with tuna tartare, beautiful rice chips, scallions and a Japanese ponzu sauce. It's a sweet and tangy pairing that in turn makes for a connoisseur's combination with the Whispering Angel. Heaven!"

"What you have to keep in mind is we're all stressed most of the time," Mark explains. "When was the last time you had a vacation and truly decompressed? I almost died from Covid-19 during the pandemic and still have tinnitus from it, which drives me nuts as a film-maker." The after-effects of Covid-19 were felt by the whole family. "Like so many kids, studying – attention span – can be a struggle for the girls."

Hence the value of pure unadulterated fun: kids being kids, and adults being kids, too. Says Mark: "It's the kid in all of us, the value of freedom and play and testing limits yet feeling safe in a luxurious bubble. Since disembarking, we've been tracking *King Benji* to Albania and other adventurous places we dream of visiting while next on board her. We're definitely repeat customers.

"The experience on a boat like this is shaped by the crew and, ultimately, the owner himself," continues Mark. "He's certainly a larger-than-life character, but crucially he's a man with a big heart. He cares about people and details. He's open, too. That's reflected in the captain, Grant, who sets the tone. Grant has a professionalism; he wants things done right. He loves what he does, is good to his crew and so they care about each other, all of which get magnified for the benefit of clients."

Owner Josh Golder had his own trials earlier in life. He grew up with Crohn's Disease, which inflames the digestive system, missing two years of high school as a result. "Yachting was a way for me to enjoy freedom, merging my environment with nature," he says. "I love being on the water; it de-stresses me. It's peaceful. Most of all, I finally felt I was in control. That's the experience I want to give my charter guests: the things you do, you do because you want to. You enjoy life. You have fun. You're in control."

There are occasions and places, like eating at the breakfast nook in front of the open kitchen, where you feel like you're ensconced in the best family home. The feel of *King Benji*, the crew, the service, that sense of it being both a stable base and yet a grand adventure: it's enough to put a smile on the face of the child in any of us.

For more on chartering King Benji, *scan the QR code or visit yachtkingbenji.com*

King Benji *was designed by Gregory C Marshall, while her striking interiors were realised by Design Unlimited. Top: the Tchelistcheff family. Above left: with owner Josh Golder. Left: the girls diving into their tuna tataki bao buns. Above right: Natasha and Vera meeting the real King Benji*

N272JW

Photography **DAVID CHURCHILL**

At ONE with ALL

The owners of Santosha *knew exactly what they wanted from their first yacht.* Kate Lardy *steps on board a 57-metre Heesen where client input blended harmoniously with designer expertise*

Cover boat
SANTOSHA

>>

T

The outdoor bars feature a textured front by DKT Artworks, while the decks showcase loose furniture by Summit and Siebensee, upholstered in Holly Hunt fabric

ADDITIONAL PHOTOGRAPHY: JEFF BROWN/BREED MEDIA

“Try before you buy” has long been a marketing slogan for charter companies. For one couple who took it to heart, it was a 20-year refrain. They spent their holiday weeks on everything from a 24-metre Sunseeker in the Bahamas to superyachts in the Mediterranean, before signing up for their first yacht, 57-metre *Santosha*. Thanks to decades of chartering, they came to the project with an arsenal of knowledge that helped shape it into a remarkable starter boat.

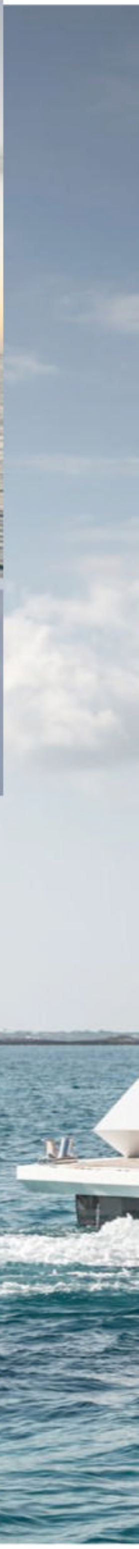
“It’s a strange world when your entry-level yacht is 57 metres,” says Wes Sanford of Northrop & Johnson, who, together with James Corts of MarineMax, introduced the owners to the new model in build at Heesen.

Santosha began life as Project Akira, the first in a new class of all-aluminium 57-metre yachts with the Fast Displacement Hull Form (FDHF). It’s the largest size Heesen will start on spec, but not a particularly risky venture as the Dutch shipyard excels in this genre: sporty, elegant, fast, with head-turning styling and solid Northern European construction.

“This design presents a perfect counterpoint to our successful 55m Steel Class, and is ideal for those clients who seek that elusive combination of speed, efficiency and volume,” said Arthur Brouwer, Heesen’s CEO at the

> “To really enjoy the Bahamas in the best way possible, you don’t want to have much more than about an eight-and-a-half-foot (2.6-metre) draught”

>>



Heesen is building the second in the model series as Project Evita with a few modifications. "We don't just copy and paste," says Sara Gianola of Heesen. "For instance, we moved the jacuzzi from the sundeck to the main deck aft." Right: cut-outs in the bulwark bring extra light into the upper deck saloon and owner's cabin

time of the keel laying in 2022 before he retired. In April 2023, the project found her owners, who were able to take delivery 18 months later, having reimagined the interior.

"We reached a point where all our kids had left home, either working or in college, and we had the time and space to contemplate owning a boat," the husband says. "Having built numerous homes, we thought it would be fun to do a boat project."

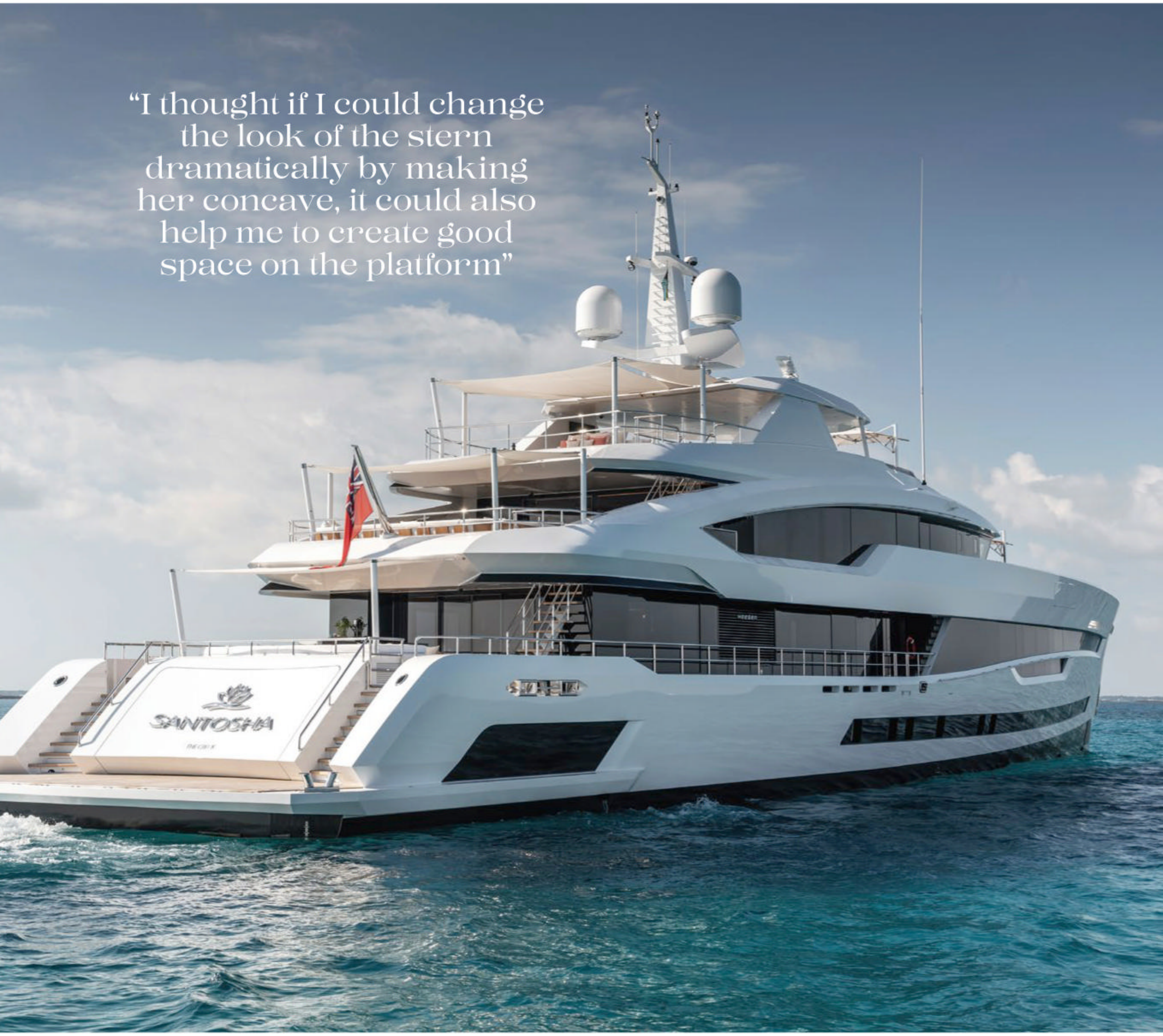
What attracted them to this particular project was primarily the shallow draught, made possible by lighter aluminium construction.

"We want to spend a fair amount of time in the Bahamas. And from what I've seen over the years, to really enjoy the Bahamas in the best way possible, you don't want to have much more than about an eight-and-a-half-foot [2.6-metre] draught," the owner says. At half load, *Santosha* draws a foot less than that – she was tucked in close to Shroud Cay in the Exumas as we spoke.

Her striking looks were also a draw. "The lines are magnificent," the owner says. "Frank Laupman captured the balance beautifully."

The head of Omega Architects is a long-time Heesen collaborator. He brought his signature sculptural style to Project Akira, beginning work on the design

> "I thought if I could change the look of the stern dramatically by making her concave, it could also help me to create good space on the platform"

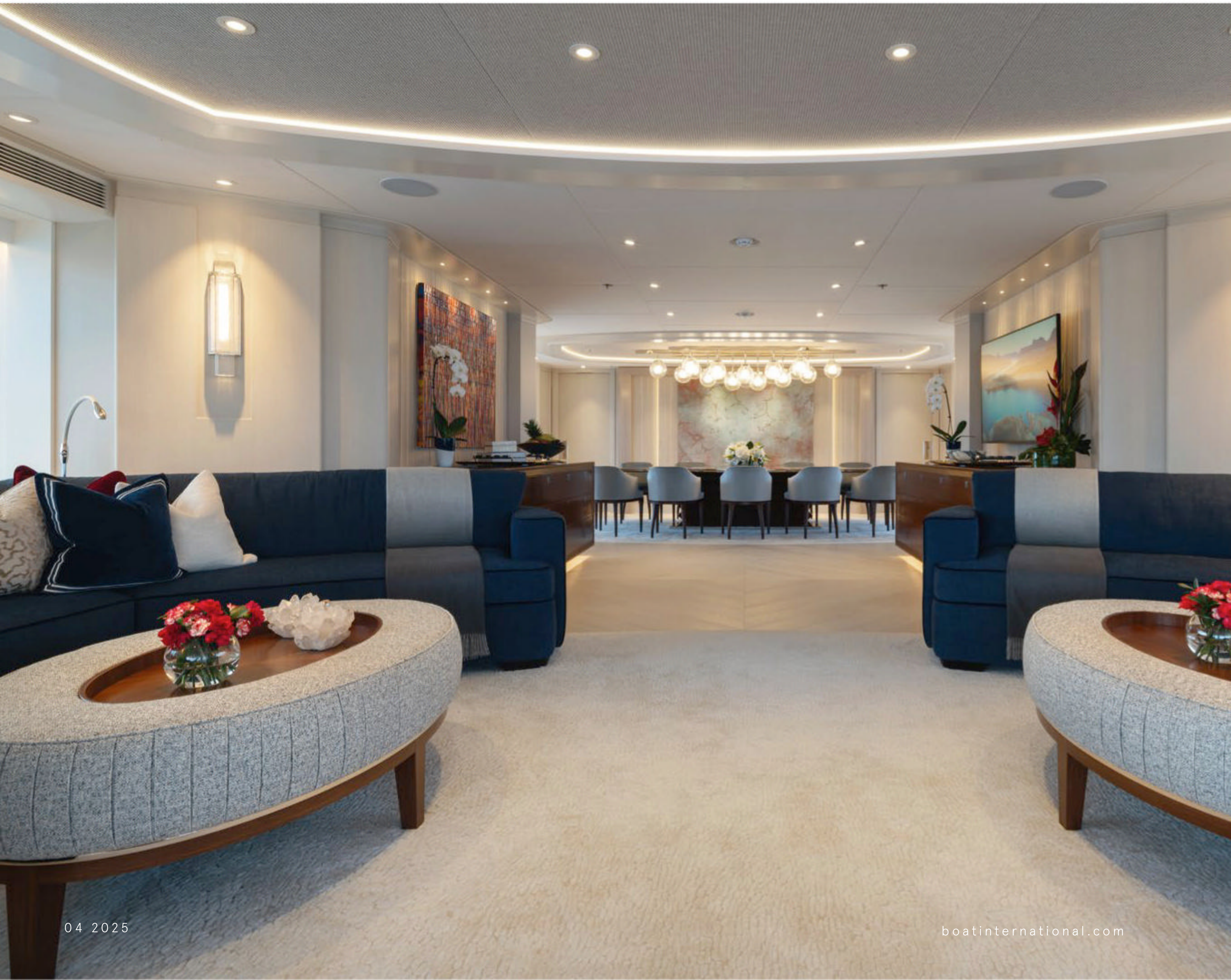


An atypical transom

As yachts back in stern-to at the dock, they often all look the same: passerelles out, twin staircases framing the beach platforms. Frank Laupman, founder of Omega Architects, decided to make Project Akira stand out: "I thought if I would change the look of the stern dramatically by making her concave, it could also help me to create good space on the platform. Because the superstructure is pushed a little bit more aft, I knew that we wouldn't have a lot of aft deck space, so I wanted to optimise the swim platform. A concave-shaped stern hatch gives space for loungers with room to walk behind them." This concave line became one of the defining features of the sporty exterior design, repeated in the overhangs aft all the way up to the sundeck.

>>

As you enter the main saloon, twin sofas aft in navy are a delightful complement to the bright Bahamas blue water framed in the windows behind them



At 76m² with a calm palette of colours, the main saloon (below) is at once both grand and serene. Complementing the custom carpet by Oliver Treutlein is pale oak flooring by Hakwood, as seen in the foyer (right)

back in 2019. "You had to recognise it as a Heesen and it had to be different at the same time," he says.

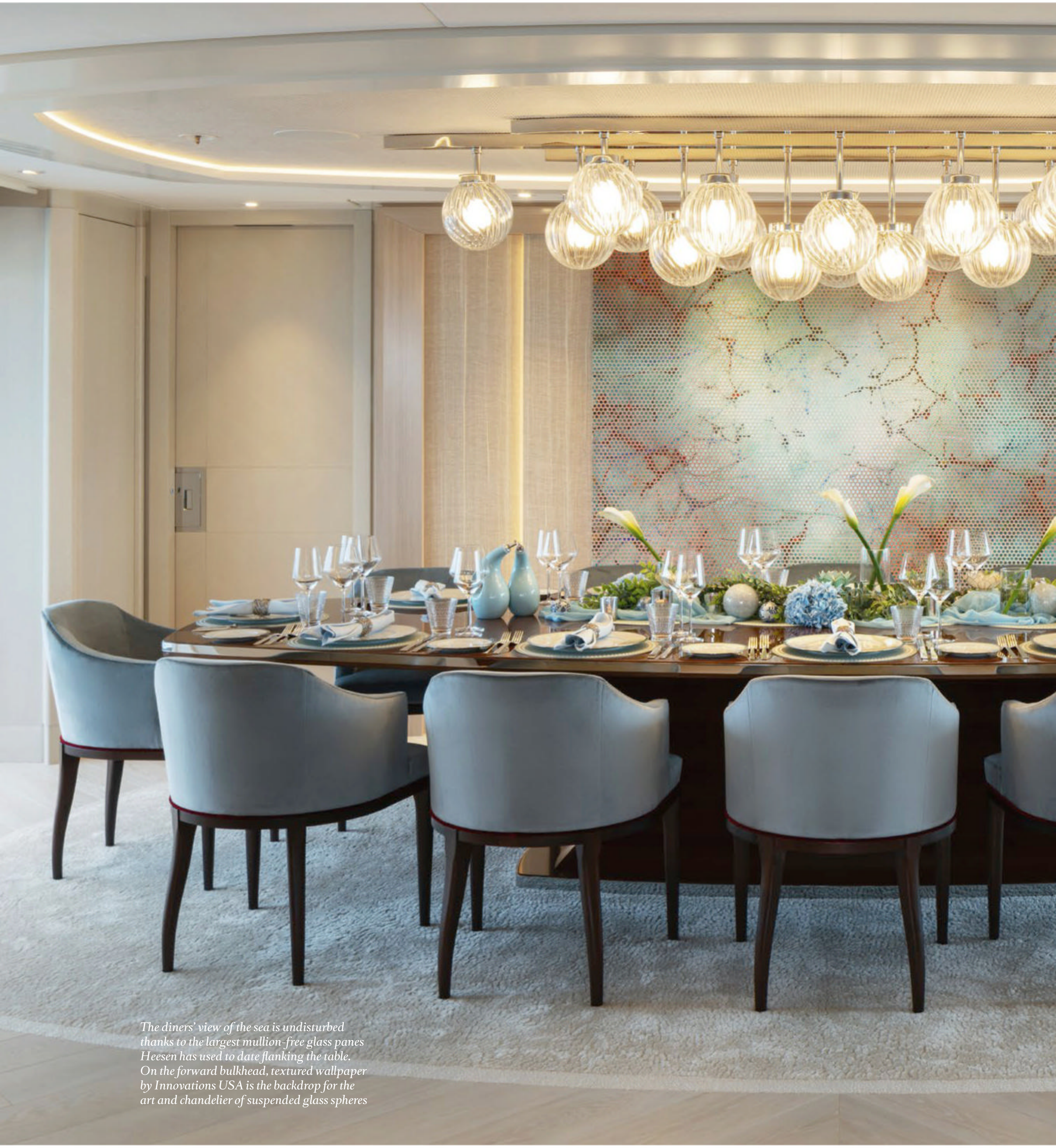
A starting point was the high foredeck that hides two six-metre-plus tenders. Adding a Portuguese bridge to this area meant the superstructure had to be pushed aft and be relatively limited in size, Laupman says. This gives the exterior a certain lightness. The design's edge comes from the near-vertical bow and aggressively forward raked bridge windows, while her elegance comes from a long, unbroken window line. Aft, she sports some surprising curves (*see previous pages*).

Unlike the exterior, the interior changed considerably after the owners joined the project. Harrison Eidsgaard originally envisioned it with a different vibe. "We were more penthouse suite-inspired with Akira; it was a bit more masculine," says Richard Whitehouse, director of the British interior design studio. The owners were looking for something fresher and brighter. They also wanted to make some modifications beyond colours and materials.

"They both are very clear-minded in terms of how they want things to be... with style, design and quality level," Sanford says. "They really wanted it to be an extension of how they lived." This meant turning the beach club into a gym, a significant rearrangement of the owners' cabin and bathroom and alterations to the guest en suites.

"That all had to be worked out before the contract was signed," says Peter Wilson, president of MCM, who

>>



The diners' view of the sea is undisturbed thanks to the largest mullion-free glass panes Heesen has used to date flanking the table. On the forward bulkhead, textured wallpaper by Innovations USA is the backdrop for the art and chandelier of suspended glass spheres

> “We created an amazing chandelier with Lasvit, a Czech glassmaker who is one of the best in the world, if not the best. And the beautiful artwork there finishes off and makes that entire space personal”

represented the owners during the build and now manages the yacht. Revising the specification to align with the owners’ requirements was a process he describes as “intense”, as the wife exchanged a flurry of sketches with Heesen’s interior manager and Harrison Eidsgaard and Wilson made technical recommendations. “It all had to happen quite quickly in order to get the contract signed to maintain the schedule,” Wilson says.

The designers say the wife brought an “amazing eye” as well as a pragmatic sense of detail. “She’s done enough projects on her own that she absolutely understands the process and understands what we need to do our thing,” Whitehouse says. “It was quite nice to work with her, because of her clear instruction and vision; she actually knew exactly what she wanted,” adds Ewa Eidsgaard, co-founder of Harrison Eidsgaard. This included where the hair heating irons would go and how much space is needed for make-up in the guest en suites. “We’ve never encountered anybody who had that sense of purpose in terms of how the cabin will be used,” Eidsgaard says.

Of all the changes, though, the greatest impact is seen with the wife’s new colour scheme. As you enter the main saloon, twin sofas aft in navy are a delightful complement to the bright Bahamas blue water framed in the windows behind them, and a powerful contrast to the pale palette that characterises the interior, including the lightest oak flooring Harrison Eidsgaard has ever used.

“Her vision was something very calm and edited,” the husband says. “It’s a very soothing interior.”

“There’s a beautiful vista down to the dining room and the dining table with a massive starburst,” Whitehouse says. “That’s one of my favourite places on board. The full-height windows have no mullions so the expansive view is amazing. Then we created an amazing chandelier with Lasvit, a Czech glassmaker who is one of the best in the world, if not the best. And the beautiful artwork there finishes off and makes that entire space personal.”

>>

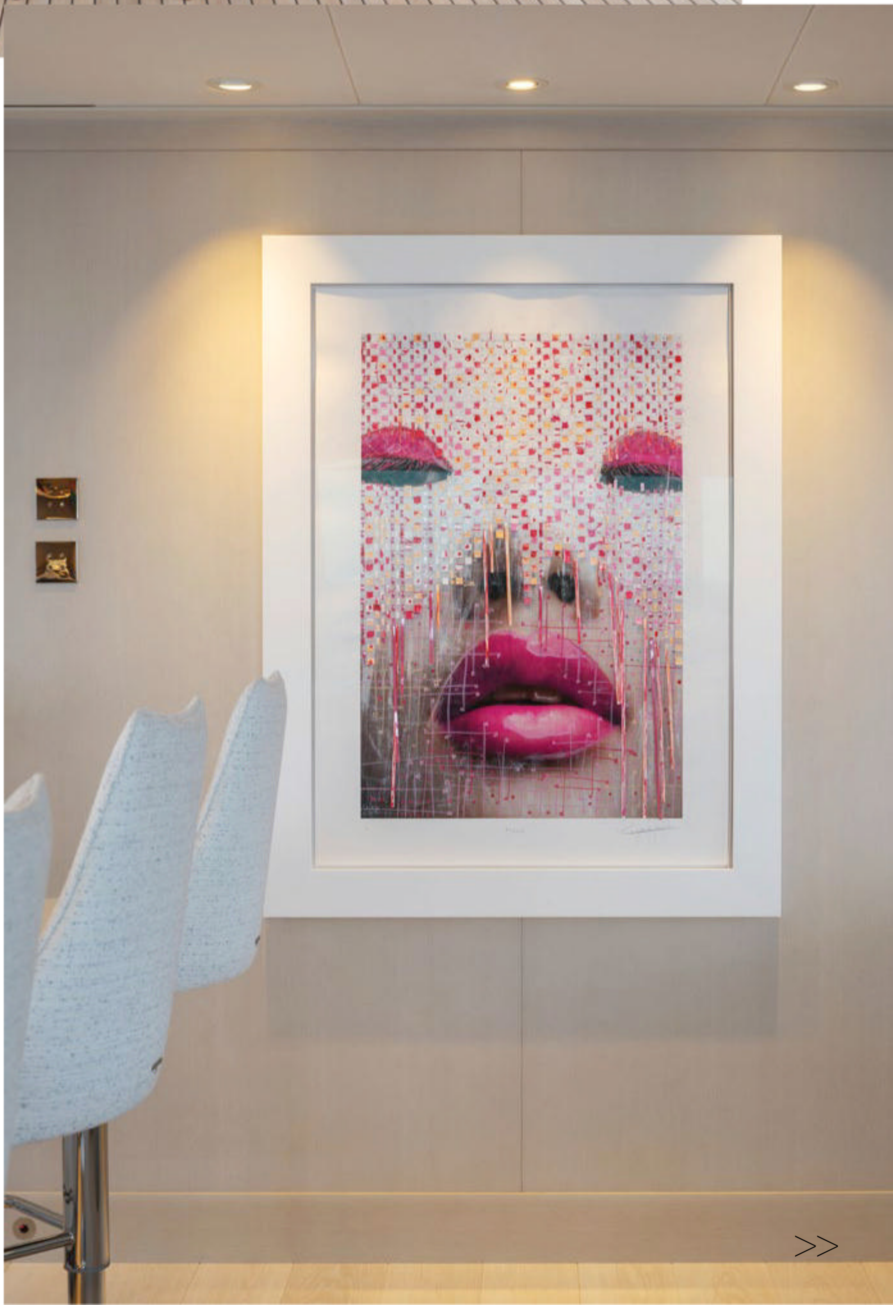
> “The sky lounge is fantastic. It’s a wonderful place to sit and have a coffee in the morning or a drink at night”

Throughout the yacht, artwork curated by the wife is a colourful focal point in otherwise neutral spaces, particularly in the four lower-deck guest cabins and upper-deck VIP. The peaceful off-white background was deceptively difficult to pull off, Eidsgaard says. “There aren’t massive changes of materials, it’s much more subtle. It’s changes of textures, which is very difficult to achieve; it’s really tone on tone variations on the same colour.” To this blank canvas, photography framed above each bed and accessories add a distinct pop of colour in each cabin.

When the project moved from spec to owner-led, the owners’ main deck quarters were completely redesigned. This involved moving the bulkhead between the master cabin and the bathroom aft and rearranging the now larger en suite to accommodate more storage. In this decadent room, warm lighting offsets the lavishly cool Calacatta marble that was personally chosen by the owners in Italy. The centrepiece is a plaster wall sculpture above the bathtub called *Garden of Eden*, which was hand-carved by DKT Artworks and cleverly conceals the mandatory escape hatch. The cabin itself is full-beam and keeps the focus on the views to port and starboard. “I love the fact that they didn’t over-furnish; you have space to breathe,” Eidsgaard says.

Another restful space is the upper saloon, which beckons one to watch television from the custom Parkway England sofa or have a drink at the sophisticated bar with textured front by DKT. Scoops in the bulwarks outside enlarge views from within and massive glass doors open to a circular dining table on the aft deck. Keeping in character, the decor is neutral here too, with colour introduced subtly on the baby blue bar top and in the artwork.

The upper-deck saloon (left and right) opens to the aft-deck dining (above). Below: Heesen can build this model with or without a lift; they chose to include it on this first hull. It runs from the lower deck to the bridge deck



>>

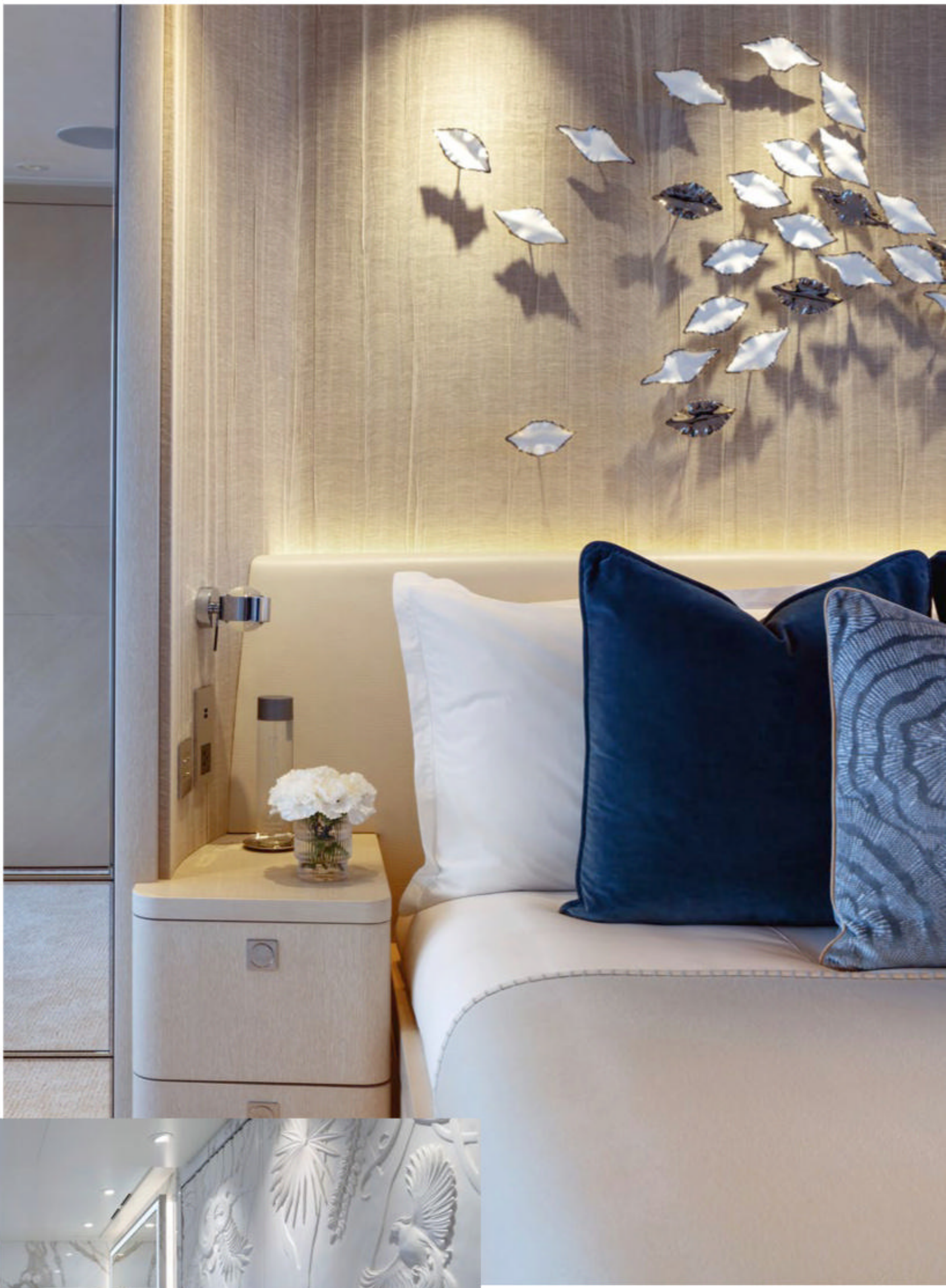
> “The vision was something very calm and edited. It’s a soothing interior”

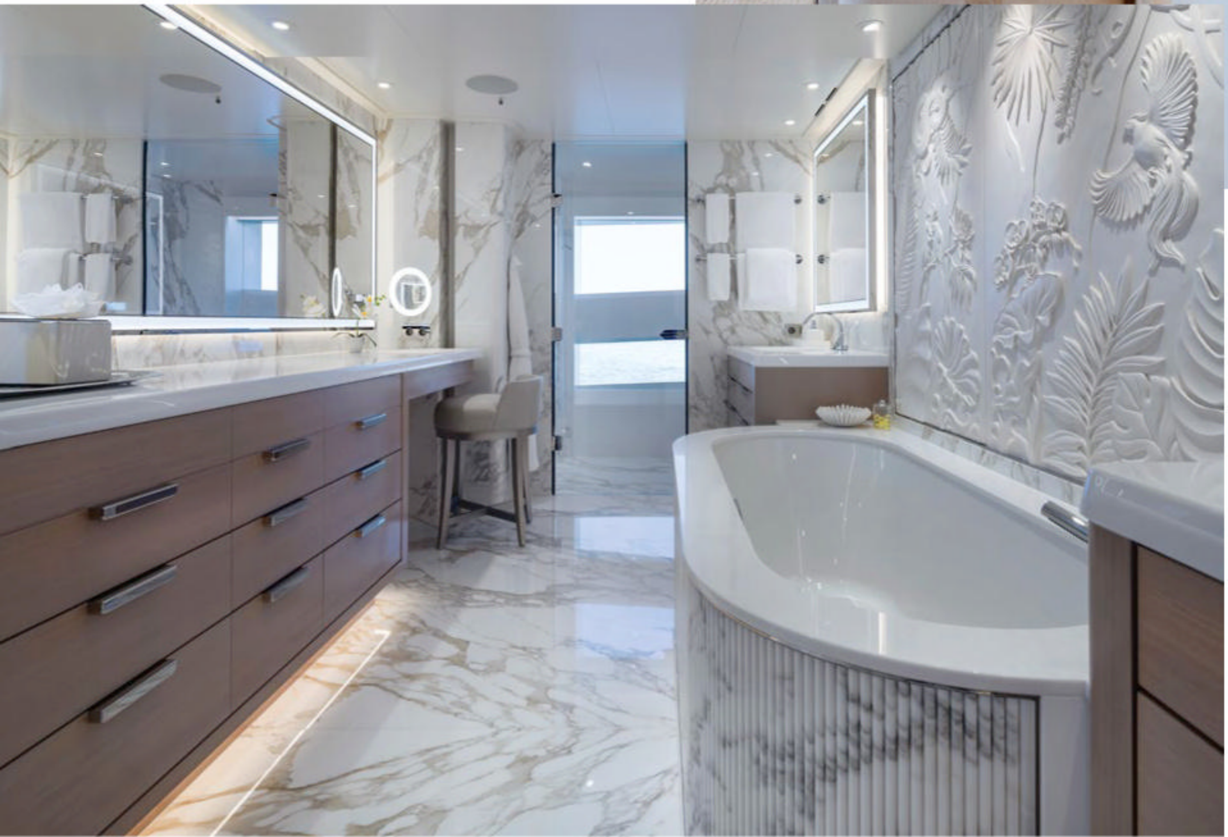
While sustainability wasn’t a key factor in the design, “practicality drove us towards products that ultimately ended up being much greener than other boats”, Eidsgaard says. Most of the “leather” on board is Majilite, produced without a host of bad stuff like PVCs, plasticisers, formaldehyde, lead or ozone-depleting chemicals. The custom nylon carpets by Oliver Treutlein are recycled in a closed-loop process that captures all plastic ingredients when transforming the yarns into other rugs. And the Hakwood flooring meets rigorous sustainability standards and comes with certification from the Forest Stewardship Council.

The husband, who thoroughly enjoyed the build process, is now pivoting into owner mode. “Building and owning are two different things,” he points out. “I would say, thus far, it’s been an incredible pleasure. I’m working my way around the boat. The sky lounge is fantastic. It’s a wonderful place to sit and have coffee in the morning or a drink at night. We built a really incredible sundeck that has everything: dining, the sun area, a jacuzzi and a bar. And in lieu of a beach club, we built a great gym in the back that we use almost every morning. It’s just a wonderful space to work out while looking at the water.”

The owners are prioritising their enjoyment of *Santosha* before offering her for select charters. A boon to that programme will be the tenders. In addition to the two Ribeye RIBs stowed on the foredeck, a 14.2-metre Valhalla centre console follows *Santosha* in

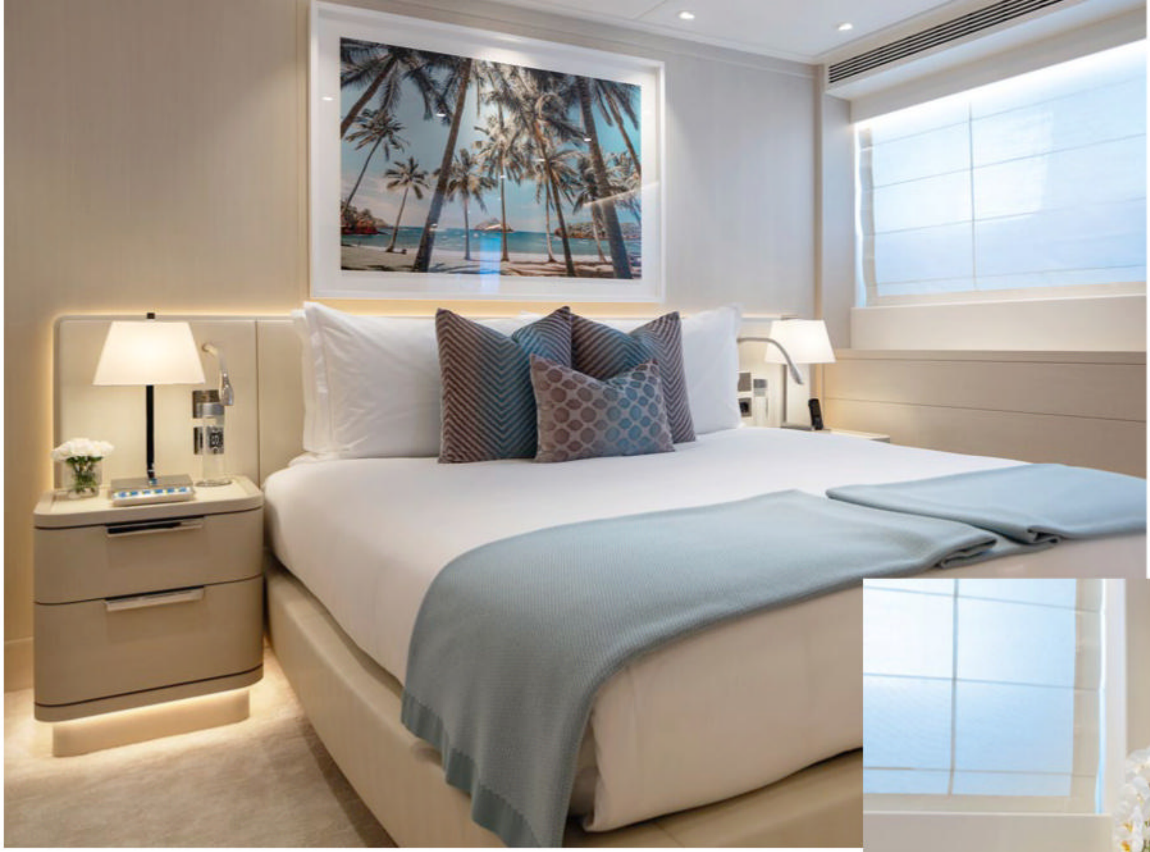
Furnishings in the owner’s cabin are purposely kept sparse, save for an armchair to starboard and a custom ottoman by Parkway England wrapped around the mullion to port. Above: the Garden of Eden *custom plaster wall sculpture by DKT Artworks is the focal point of the marble-lavished en suite*



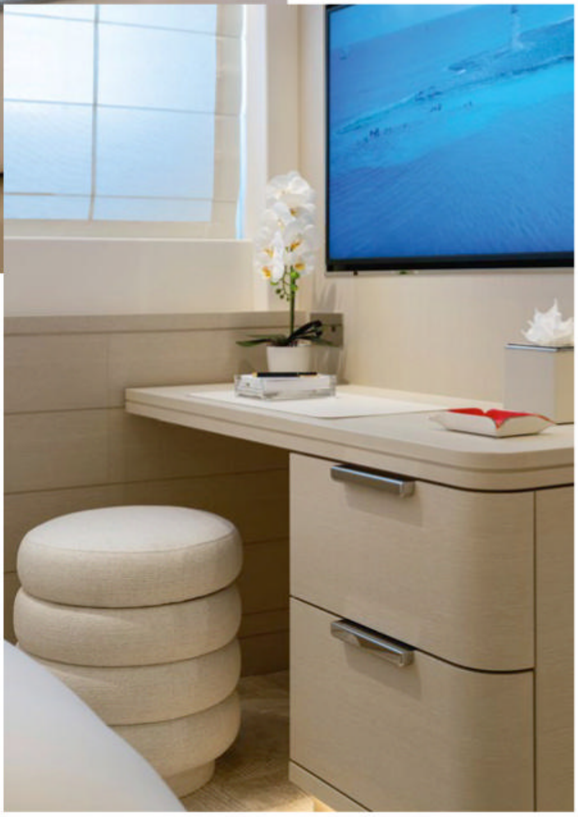


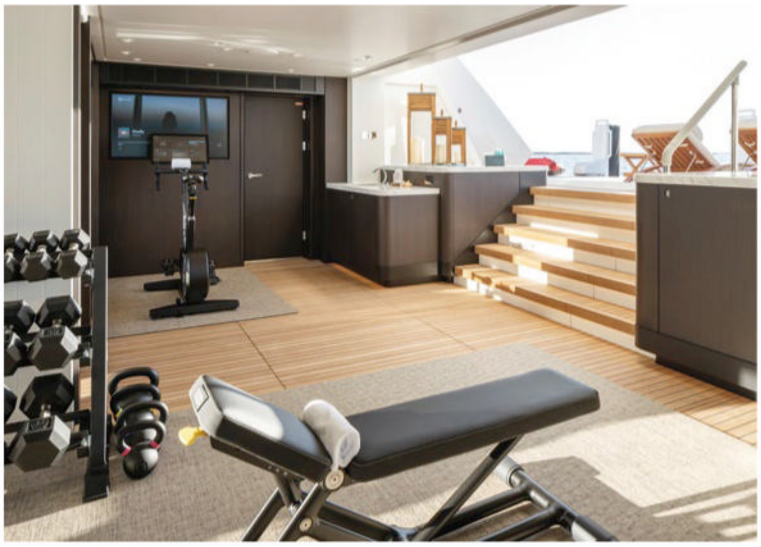
Above: a sculptural headboard feature by Haberdashery is composed of delicate porcelain leaves. Left: the plaster wall sculpture over the tub hides an escape hatch

>>



Statement photography in each guest cabin brings colour into the tone-on-tone rooms. Below left: the owners reconfigured the beach club lazarette to make a gym, which they say they use every morning





the Bahamas and Caribbean while a 13.6-metre Vanquish VQ45 will chase her in the Mediterranean this summer.

This will be her first Med season. Delivered just as the 2024 season ended, *Santosha* wasted no time crossing the Atlantic to Florida on her maiden voyage, which she did at 12.5 knots, showing the long-range efficiency of the hull form. The FDHF, patented by Van Oossanen Naval Architects, also excels in speed. *Santosha*'s 16-cylinder MTU 4000s give her an official top speed of 22 knots, though the captain reports that they can do 23.

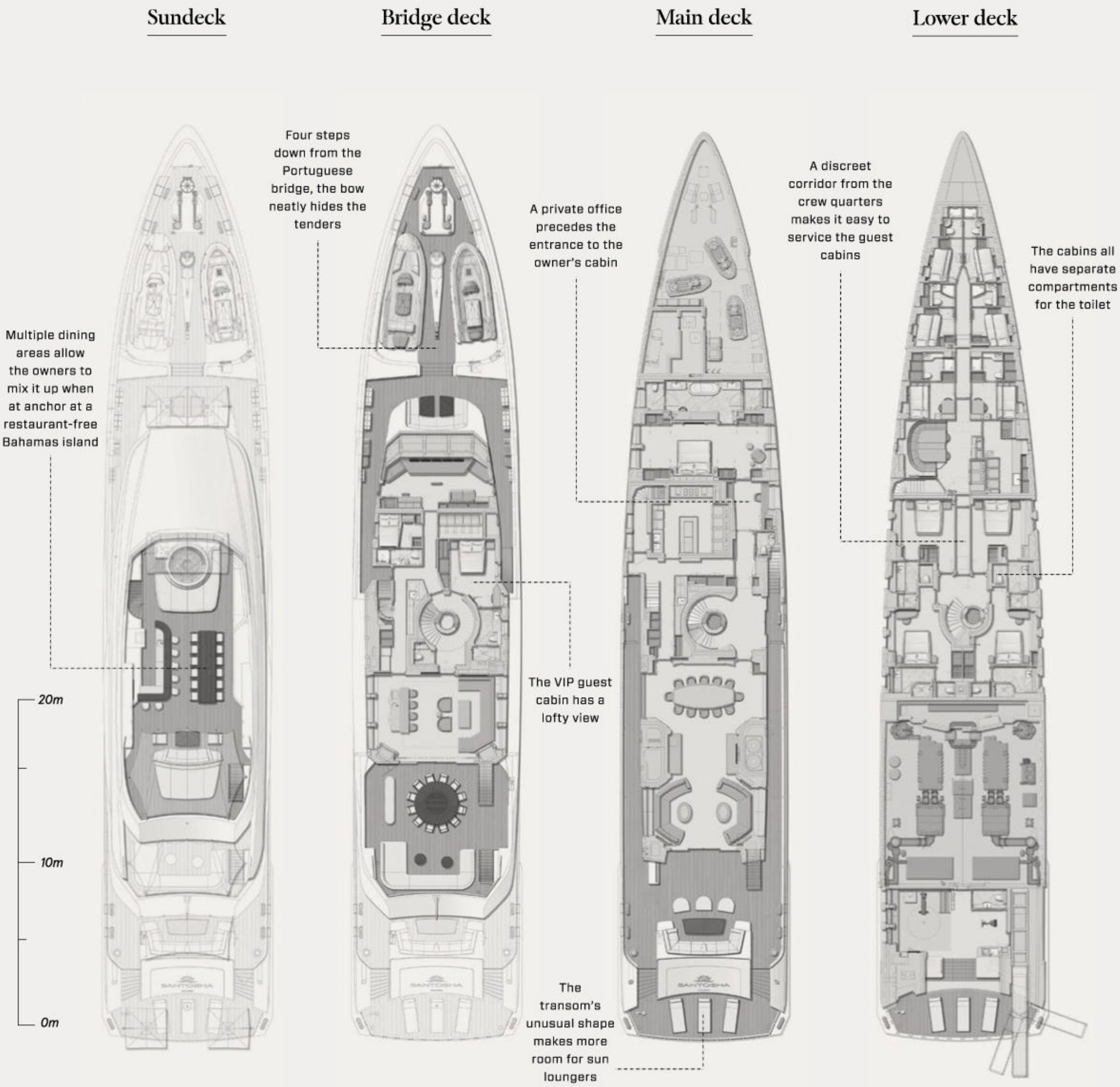
Above the mains and generators is an SCR system that reduces NOx emissions to a negligible level and complies with the world's most stringent emission control areas. The antifouling is also considerate to the sea. Instead of releasing poisonous biocides to control marine growth, *Santosha* has a Sonihull ultrasonic antifouling system that uses ultrasound to create small cavitation bubbles that stop barnacles and mussels from attaching.

Despite the large engines, *Santosha* is exceedingly quiet underway. Captain Gary Young, one of two rotational captains, says that he can't hear if the engines are running from the bridge. "Even in the main saloon when you're going quickly, it's quiet and pretty vibration-free, and you're right on top of those great big engines thumping away down below," Wilson adds. Heesen beat the contractual targets for noise and vibration on every count, he says, delivering low numbers like 40dBA in the owners' cabin when the engines are at 1,300rpm.

It's in keeping with the calm feeling the interior exudes. The yacht's name means contentment in Sanskrit. In yoga, it's the practice of cultivating inner peace. It is perhaps a lofty goal for a first yacht, but considering this "starter" yacht's many successes, we wouldn't bet against it. ◼

Santosha

Heesen Yachts



Multiple dining areas allow the owners to mix it up when at anchor at a restaurant-free Bahamas island

Four steps down from the Portuguese bridge, the bow neatly hides the tenders

The VIP guest cabin has a lofty view

A private office precedes the entrance to the owner's cabin

The transom's unusual shape makes more room for sun loungers

A discreet corridor from the crew quarters makes it easy to service the guest cabins

The cabins all have separate compartments for the toilet

LOA 56.7m

LWL 54.1m

Beam 10.3m

Draught 2.3m

Gross tonnage
780GT

Engines
2 x MTU 16V 4000 M65L

Generators
2 x 175kW Zenoro,
IMO Tier III

Stabilisers
Naiad Dynamics

Speed (max/cruise)
22/13 knots

Range at 13 knots
3,900nm

Fuel capacity
80,000 litres

Freshwater capacity
24,000 litres

Tenders
7.2m and 6.2m Ribeye;
Valhalla 46; Vanquish VQ45

Owners/guests 12

Crew 13

Construction
Aluminium hull
and superstructure

Classification
ABS

Naval architecture
Heesen; Van Oossanen
Naval Architects

Exterior design
Omega Architects

Interior design
Harrison Eidsgaard

Builder/year
Heesen Yachts/2024
Oss, the Netherlands

+31 412 66 55 44
welcome@heesenyachts.com
heesenyachts.com

For charter
burgessyachts.com

PHOTOGRAPH: SHELTON DUPREEZ

MYBA

THERE IS NO SUBSTITUTE FOR EXPERIENCE

Ready to embark on a superyacht adventure?
Speak with a seasoned professional.
Consult a MYBA Member about
chartering, buying or building.
They have the experience and resources
to guide and protect you.

myba-association.com

CHARTER SPECIAL

A *BOAT INTERNATIONAL* DEEP DIVE INTO THE GLOBAL CHARTER MARKET

Inside the market

This year's hot new launches

Can your yacht make you money?

PHOTOGRAPHY: COLTON JONES ON UNSPLASH

>>

CHARTER TRACKER

Andrew MacDowall **analyses yacht charter bookings through YACHTFOLIO to shed light on the state of the market today**

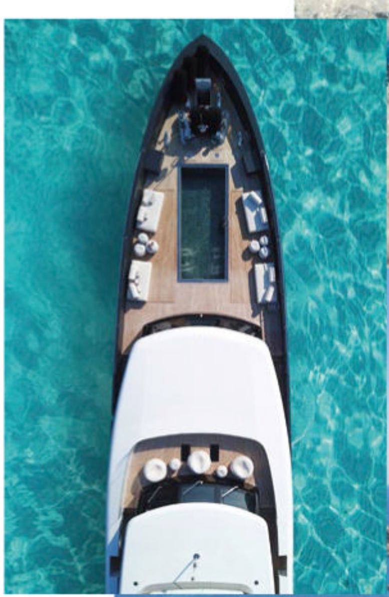
Despite geopolitical uncertainty, slower global growth and a wave of inflation followed by soaring interest rates, the global yacht charter market has continued to grow. Following a dip in 2020 caused by the Covid-19 pandemic, the number of bookings has surged, rising more than 70 per cent between 2021 and 2024. This is according to YACHTFOLIO data, provided by MYBA The Worldwide Yachting Association, which includes more than 2,000 charter yachts. In 2024, the number of bookings reached 12,524 – up 3.7 per cent from 2023.

The growth of the charter market has gone hand in hand with growing interest in emerging locations, including the Baltic, Arctic and South West Pacific. While these destinations rise, demand continues to be overwhelmingly dominated by the classic destinations – the Mediterranean and Caribbean, the appeal of which never fades.

The market has rebounded after the pandemic even more strongly than the global economy did. In 2024, worldwide GDP rose by a modest 3.2 per cent, down from the 6.6 per cent in 2021 that followed Covid-19, and 3.6 per cent and 3.3 per cent in 2022 and 2023 respectively. Yet a surge in global assets, particularly stocks, has supported the growing wealth of ultra-high-net-worth individuals (UHNWIs) internationally.

"Correlating the strength of global equity markets to the charter market might be an oversimplification, nevertheless there is something in this," says Daphne Tsevdos, founder and broker at Yachtsman. "Perhaps a more direct indicator would be the growth in the number of UHNWIs worldwide, which has surged by more than 40 per cent over the past five years using conservative estimates. Meanwhile, high-end land-based travel has seen inexorable price inflation over the past half-decade, which hasn't been matched in the yacht charter market. As such, entry-level yacht charters are looking far more accessible to a wider audience."

It is clear from the YACHTFOLIO data that 2024 saw a slowdown in charter growth, however – perhaps unsurprisingly, given the macroeconomic context and given the meteoric growth seen in the preceding years.



Sardinia had the most bookings of any location in the summer of 2024

"The market started a bit more slowly than we were expecting in early 2024, then started to pick up quite rapidly," says Alex Koersvelt, commercial director at Edmiston. "It wasn't a difficult year, but some people made decisions on chartering later."

It will come to no surprise that the most popular locations for charters in 2024 were in the Western Mediterranean in the summer season, and the Caribbean in the winter. YACHTFOLIO data ranks Sardinia, Corsica and the French Riviera and Monaco as the destinations with the most bookings in 2024; in the winter 2024/25 season, the Leeward Islands, the Bahamas and the Windward Islands led the way.

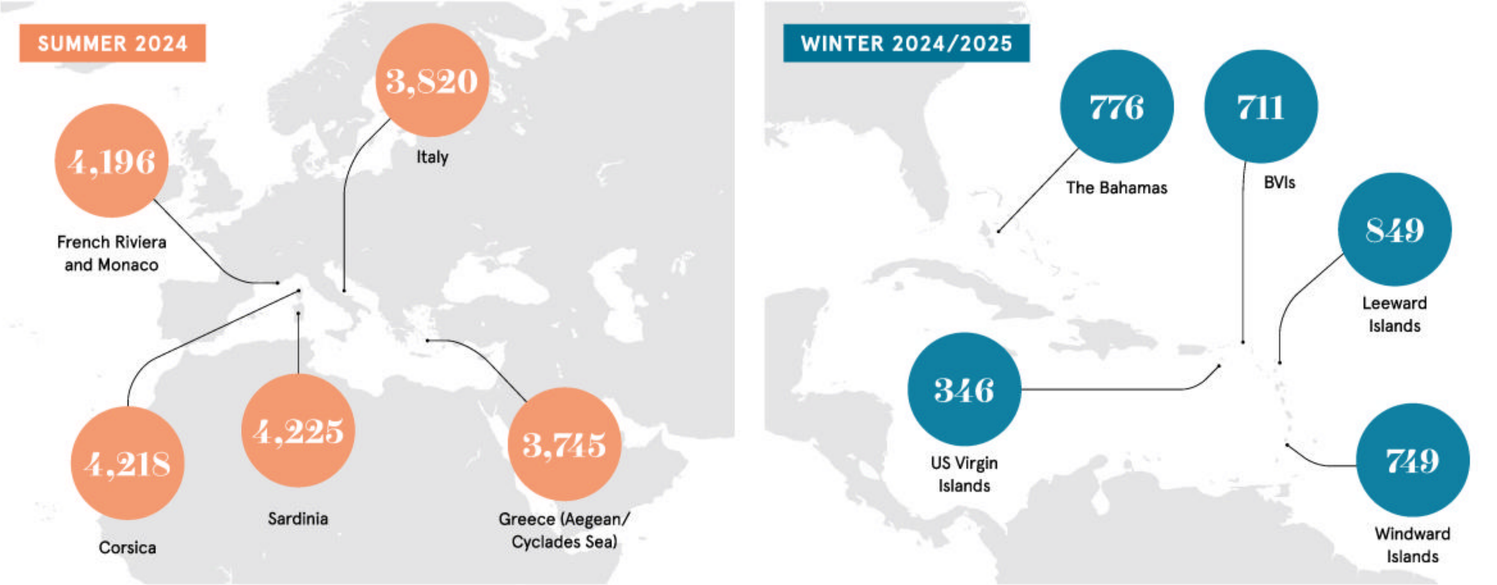
"In the Mediterranean, a major factor is the cultural diversity within such a small region," says Koersvelt. "There is also more supply, with a greater variety of yachts. In the Caribbean, the weather is good and relatively stable, and it serves the North American market particularly well. Some of our clients will even go down to the Bahamas for a long weekend."

Koersvelt adds that registering a yacht for charter is relatively straightforward in France and Italy compared to Spain and Greece, where

"THE MARKET STARTED SLOWLY IN EARLY 2024 THEN STARTED TO PICK UP QUITE RAPIDLY"

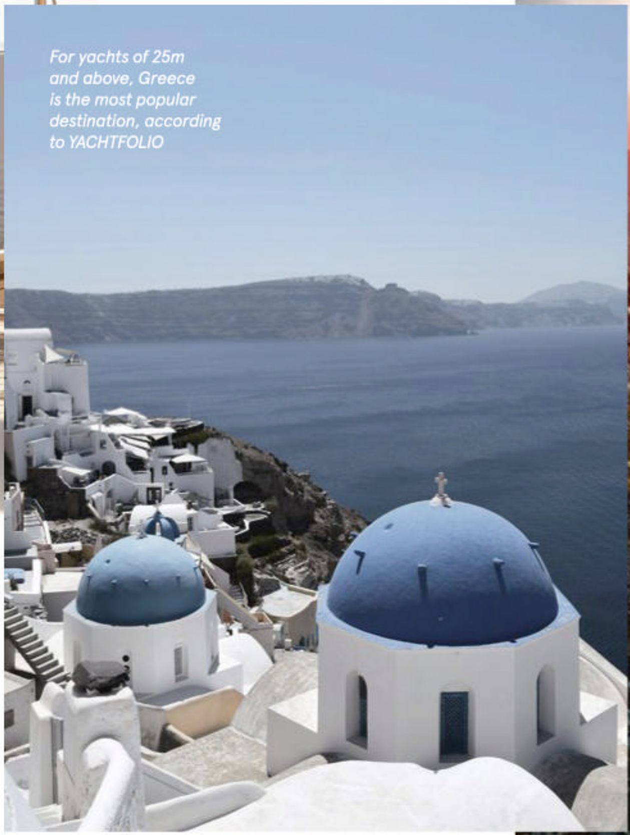
MOST POPULAR LOCATIONS IN SUMMER AND WINTER

Number of bookings in each cruising ground

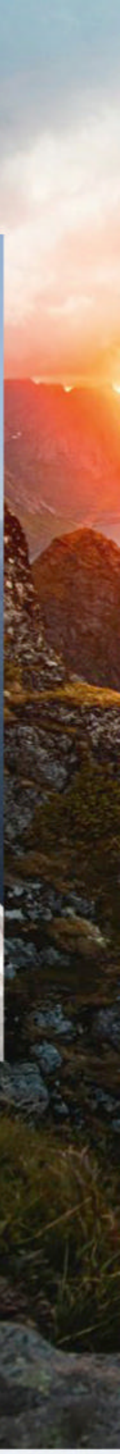

SUMMER 2024
3,820
Italy
4,196
French Riviera and Monaco
4,225
Sardinia
4,218
Corsica
3,745
Greece (Aegean/ Cyclades Sea)
WINTER 2024/2025
776
The Bahamas
711
BVIs
849
Leeward Islands
346
US Virgin Islands
749
Windward Islands

PHOTOGRAPHY: COURTESY EDMISTON; DENYS NEVOZHAI ON UNSPLASH; DIMITRY B ON UNSPLASH

>>



For yachts of 25m and above, Greece is the most popular destination, according to YACHTFOLIO



the administrative process is more burdensome. Yet data suggests that while France and Italy continue to come out on top for yachts 20 metres and up, for slightly larger vessels of 25 metres and above, Greece is the most popular destination.

"We've been delighted to see Greece go from strength to strength as a charter destination," says Tsevdos. "We have long held the view that the Greek Islands provide the best yacht cruising grounds. A shift in regulatory regime and tax environment combined with improvements in infrastructure has helped to catapult Greece into the pre-eminent destination of choice for huge swathes of clients. We agree with them."

While Greece is already a well-established destination, the strongest growth in demand is in regions beyond Europe, including in the South West Pacific. The number of winter charters in Papua New Guinea (from one booking to 23), the Philippines (one to 16) and Tonga (one to 12) all leapt by four-figure percentages in 2023/24 – albeit from a low base. In the Indian Ocean, Madagascar (11), Mauritius (11) and Réunion (11) all saw increased activity from negligible levels in 2022/23. But the largest increase in winter charters in number rather than percentage terms was in the BVIs.

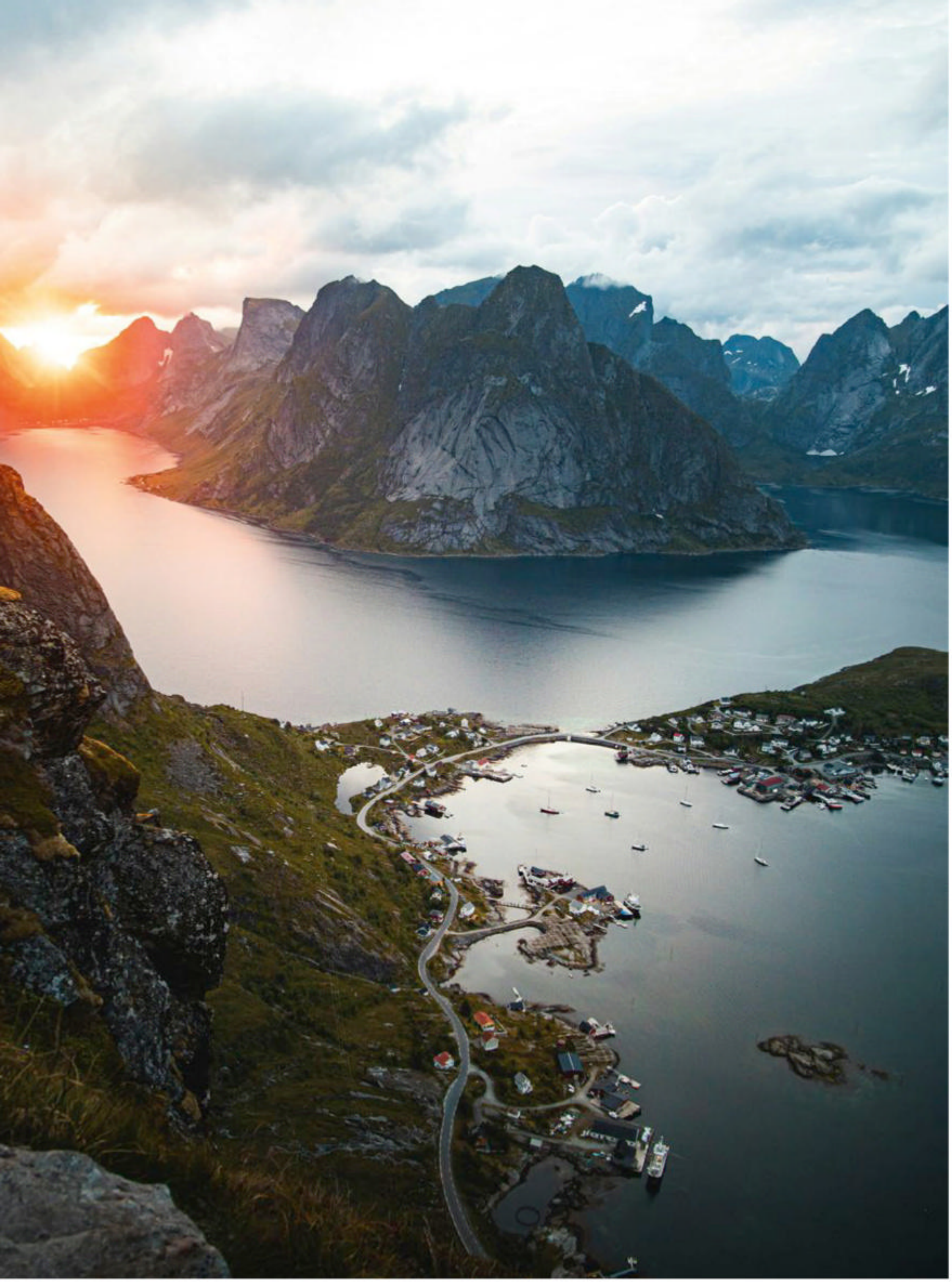
In the summer season, charter clients are looking further north. The Arctic, Greenland and Spitzbergen and Svalbard saw strong growth in demand in 2024, with climate change and a growing group of adventurous travellers contributing to the rise. The largest jump in numbers was seen in the Aegean and Cycladic Seas in Greece, testament to the destination's aforementioned appeal and the market deregulation.

"The Baltic and Norway are relatively close to major markets and are good alternatives for people who have been to the Med year after year," says Koersvelt. "You have very long days in the summer, the scenery is breathtaking, and during the day the temperature is low 20s rather than high 30s. These places are also close to shipyards where yachts can stop for a refit."

In terms of available yachts, the strongest percentage growth was seen in Ecuador, Norway and the Baltic Sea for winter charters, and the West Coast of Mexico, BVIs and Bermuda for summer charters. In most cases, this was growth from a relatively low base, however.

The Ionian Sea (winter) and the Aegean and Cycladic Seas (summer) led the way in number growth, from an already fairly high base. The changes indicate the impact that regulation can have – simplified licensing has boosted the appeal of the BVIs as a charter market, says Stacy Moss, charter broker at Camper & Nicholsons in the US, with catamaran charters to the

Destinations such as the Philippines (here) and Norway (opposite page) are showing huge growth in yachts available and bookings



fore; conversely, while it remains a top charter centre, rising taxes and provisioning costs have had an impact on the Bahamas' competitiveness.

The regulatory environment is also shaping the market, Moss adds. Sanctions on Russia have reshaped demand, redistributing bookings within the global fleet, while increasingly stringent international regulations are requiring fleets to adapt to remain compliant.

As Koersvelt points out, fleet and demand remain overwhelmingly focused on the Caribbean and the Med. But the emerging destination data from YACHTFOLIO indicates not just an ever more adventurous client base, but adventurous owners who may offer their yachts for charters in more remote and challenging destinations having explored them themselves. Social media has also helped raise the profile of locations from the balmy Pacific to the chillier north.

"While the Mediterranean and Caribbean still see the biggest share of yachting activity by a significant margin, superyacht presence outside of these areas has been growing steadily for some time, with a relatively varied and broad geographical spread," says Tsevdos. "It's driven by both owners wishing to see the world with their yachts, and thus the availability of said yachts in further-flung locations, and charterers seeking the authentic, unique, remote and a true sense of adventure. The significant increase in the number of purpose-built go-anywhere explorer yachts boasting enormous range, with the ability to be autonomous for lengthy spells and some with ice-classed hulls, has certainly helped spur the phenomenon. It is wonderful to see them put through their paces and be used for what they were intended." She adds that there are some destinations in which seeing the scenery in true luxury is only possible on a superyacht – Greenland being the perfect example.

"SUPERYACHT PRESENCE OUTSIDE THE CARIBBEAN AND THE MED HAS BEEN GROWING STEADILY"

YACHTFOLIO results show a steady decline in the average yacht length in the fleet, to 37.4 metres in 2024 from a peak of 40.5 metres in 2016. But industry figures say this is largely due to an increase in the absolute number of 30- to 50-metre vessels available for charter.

"We're seeing a huge number of 30- to 40-metre boats being delivered, nearly a third of all yachts ending up on the charter market," says Adam Moorey, head of business intelligence at Edmiston. "More people are coming in and chartering at the lower end, and hopefully, as they enjoy it, they will charter again with bigger boats."

Furthermore, the average length of yachts booked is smaller than the overall average yacht length, suggesting that smaller boats are booked more frequently. Moss says that the headline figures of shrinking sizes may also be affected by large sanctioned vessels being off the market, rather than declining demand for larger yachts. Nonetheless, as Tsevdos points out, regulatory changes should not be disregarded, with tighter regulation of vessels over 499GT having an effect on the downstream charter market.

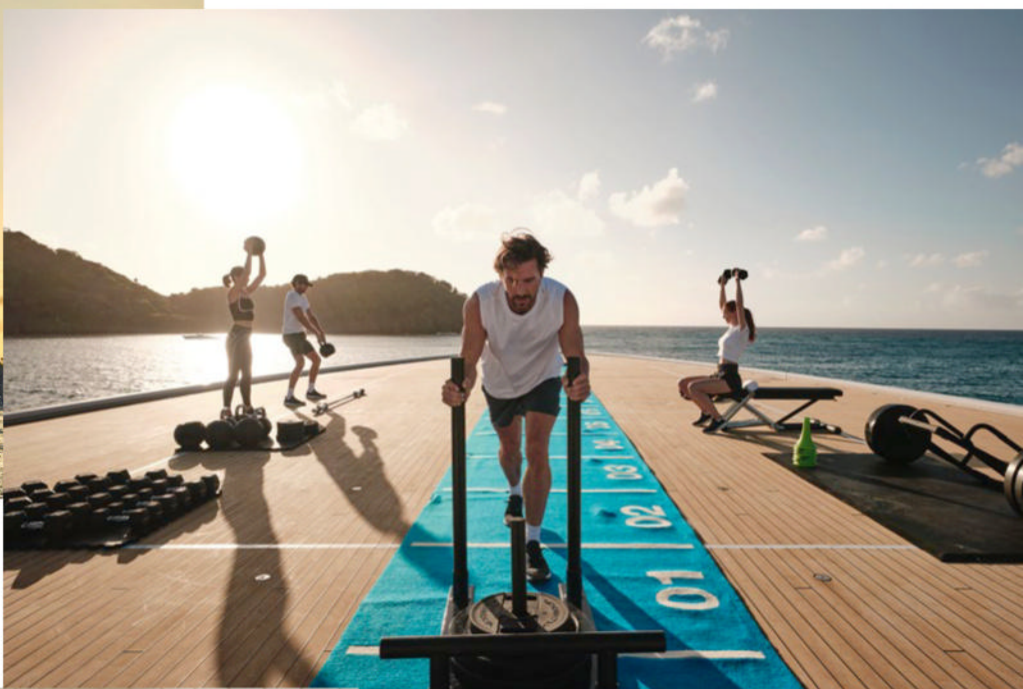
DURATION (IN DAYS) OF CHARTERS BOOKED IN YACHTFOLIO

Year	No. of bookings	Min. duration	Max. duration	Average duration	Median duration
2023	12,074	1	207	8.5	8
2024	12,524	1	454	8.4	8

PHOTOGRAPHY: GETTY IMAGES; STUART PEARCE/YACHT SHOT; MATTHEW WARING ON UNSPLASH; TANELI LAHTINEN ON UNSPLASH; SIMON SPRING UNSPLASH

>>

Wellness is a growing concern among charterers



Today's charter guests expect spa services and personal trainers

Beyond the raw figures, we see a rapidly evolving charter market with younger owners and clients. There is a growing emphasis on wellness both on board and onshore.

"There's an expectation for top-tier service, including spa treatments, sommelier-level bartending, personal trainers, and state-of-the-art water toys and technology," says Tsevdos. "We also see increased demand for family-friendly yachts, and a growing trend for weekend or short-term charters. Meanwhile, clients are making decisions closer to departure, requiring flexibility from brokers and crew."

The availability of vessels at short notice contrasts with just a few years ago, and may be attributable to the slower growth of demand in 2024 as well as the recent expansion of the fleet.

Koersvelt notes that the growing fleet means growing competition in the marketplace, with a broader selection for clients, requiring charter businesses to ensure they stay ahead of the game on marketing, charter management, pricing and of course the yachts on offer; but that this is having a positive effect on the industry. However, owners who do not invest in their vessels and charter programmes are likely to find the going harder in the increasingly competitive environment.

Bookings in early 2025 have remained strong, despite geopolitical turbulence. The impact of Donald Trump's return to the White House has yet to play out. On the one hand, his tax cuts and Secretary of the Treasury Scott Bessent's aim of three per cent economic growth bode well for demand, not least as the former are particularly likely to benefit UHNWIs. On the other, Trump's tariff policy has led to stock market turbulence and even fears of recession in key markets.

But having weathered the pandemic and come out stronger, and having enjoyed strongly rising demand even during a period of inflation, high interest rates and sluggish economic growth, the yacht charter industry can look forward to the future with confidence.

"Wherever you are travelling in the world, our widely held industry view is that nothing is going to top doing so on a superyacht," says Tsevdos. ◼

WHAT IS THE MYBA?

Founded in 1984 as the Mediterranean Yacht Brokers Association, MYBA changed its name to MYBA The Worldwide Yachting Association in 2008 to better reflect its global membership. Today, its contract is used for more than 70 per cent of all charters booked worldwide. Its searchable online database of charter yachts, YACHTFOLIO, provides members and subscribers with specs, photos, videos, crew profiles and a calendar of bookings that is updated daily. The more than 2,000 yachts in the system are fully crewed, 20 metres and longer (15 metres and up for multihulls).

COMPARISON OF AVERAGE LENGTH OF ALL YACHTS AND LENGTH OF YACHTS BOOKED

Year	Average length of all yachts in YACHTFOLIO (m)	Average length of new yachts added in YACHTFOLIO (m)	Number of bookings	Average length of booked yachts (m)
2020	39.55		3,635	37.33
2021	38.97		7,271	36.45
2022	38.28		10,374	35.25
2023	37.77	36.32	12,074	34.76
2024	37.4	34.94	12,524	34.68

BOAT International is the official media sponsor of the 2025 MYBA Charter Show (28 April to 1 May). To gain deeper insight into superyacht vessel movement and migration trends via our AIS fleet tracker along with real-time, accurate and reliable data on sales, and superyacht construction, check out *BOAT*'s superyacht intelligence platform, BOATPro. *boatint.com/boatpro*

PHOTOGRAPHY: ADOBE STOCK; COURTESY OF EDMISTON

200

CODECASA

ANNIVERSARY

1825 - 2025

Innovative by tradition

codecasayachts.com info@codecasayachts.com

NEW YEAR, *NEW CHARTERS*

Julia Zaltzman takes a look at 2025's newcomers to the charter market

King Benji *boasts an overflowing toy box*

Best for adventure

KING BENJI

FROM $250,000 PER WEEK

46.7M DUNYA YACHTS, 2024; 10 GUESTS, 9 CREW; WEST/EAST MEDITERRANEAN

With a host of maximalist features, *King Benji* is a true feast for the senses. The wild and exotic design is inspired by decor found at 1 Hotel South Beach in Miami and a restaurant in North Miami called Chica. Penned by British studio Design Unlimited for an owner who spent five years planning every aspect of the yacht, it pairs black crocodile print leather floor tiles with bamboo ceilings and jungle themed Tecnografica wallpaper. One of the more unusual features is the sizable open galley that puts the chef on full display. Then there's the custom Headhunter tub on the private owner's foredeck, which is a cold plunge pool on one side, and a hot spa pool on the other. With four offshore exploration jet skis and a 12-metre Nor-Tech tender, *King Benji* is an explorer platform on a small scale. *Available for charter via cecilwright.com*

Alfa Nero has an upper-deck owner's suite with private spa pool and office

WE LOVE...
the Alberto Pinto interiors

SANTOSHA

FROM $400,000 PER WEEK

56.7M HEESEN YACHTS, 2024;
12 GUESTS, 13 CREW; MEDITERRANEAN

Not only is *Santosha* the first vessel in Heesen's new 57m all-aluminium series, but her interior design embodies the Sanskrit concept of contentment and balance. Fresh to the charter market for 2025, she has a nearly 70-square-metre owner's suite with private study, full-beam cabin and bathroom with white-on-white bas-relief decor that is inspired by the Garden of Eden. Curated art pieces add a playful touch, while full-height windows and far-reaching views bring an indoor outdoor aesthetic to the sought-after Mediterranean onboard lifestyle. *Turn to page 88 for more. Available for charter this summer via burgessyachts.com*

Best for style

ALFA NERO

FROM €768,000 PER WEEK

82M OCEANCO, 2007/2024;
12 GUESTS, 26 CREW; MEDITERRANEAN

For those keen to drop anchor at the Monaco Grand Prix this year, *Alfa Nero* might just be the perfect match. Following a two-year hiatus and a rapid refit, the award-winning vessel will make her charter comeback in 2025. While all Mediterranean hotspots are on the table, the Grand Prix is high on the yacht owner's charter hit list. One of *Alfa Nero*'s defining features is the famed infinity lap pool on the aft deck – the first ever aft statement swimming pool to appear on a yacht. Accompanied by a glass waterfall, the pool floor rises to transform the aft deck into a huge entertainment space. Inside, pop art-inspired decor by Alberto Pinto sees hardwoods, leathers and precious metals integrated alongside artworks by Lichtenstein and Murakami. *Available for charter via northropandjohnson.com*

POLESTAR

FROM €720,000 PER WEEK

70.2M ROSSINAVI, 2021;
12 GUESTS, 18 CREW; MEDITERRANEAN

For a charter that rotates around leisure and wellness, *Polestar* is the aptly named leading light. First up is the spa at sea, which includes a sauna, hammam and bespoke massage room. Then there's the fully equipped gym and the expansive beach club decked out with every toy from flyboards and jet skis to towables and skurfboards (which combines water-skiing with surfing). With her ice-class hull, *Polestar* is just as capable of cruising the Norwegian fjords as she is sitting pretty off Capri. *Available for charter via cecilwright.com*

Polestar's opulent interiors are by Team for Design – Enrico Gobbi

WE LOVE...
the wealth of amenities

PHOTOGRAPHY: JEFF BROWN/BREED MEDIA; COURTESY OF N&J; QUIN BISSET THE STUDIO ILLUME

>>

WE LOVE...
her classic cherry interior

ELLEN

FROM €75,000 PER WEEK

40.4M PERINI NAVI, 2001/24;
9 GUESTS, 6 CREW; MEDITERRANEAN

Fresh from a 2024 refit, *Ellen* is a classic and elegant Perini Navi on which to explore the stunning coastlines of Italy and France. Warm cherry wood tones and exquisite carvings add prestige to the characterful interior, including a spacious saloon and dining area. Further dining opportunities are found on deck, alongside inviting lounging and tanning areas on the upper deck. While the onus is on sailing and feeling the wind in your hair, the raft of onboard toys keeps up the fun at anchor too, with a 6.5-metre Joker Barracuda tender (new in 2025), a collection of inflatables and boards, and a Jobe floating island for the entire family. *Available for charter in August and September via denisonyachtsales.com*

The yacht's dual-mode hull design makes it the smoothest of rides

The charter principal will enjoy a main-deck master with huge windows

Best for comfort

ALMA III

FROM €105,000 PER WEEK

30M AZIMUT, 2024; 10 GUESTS,
5 CREW; MEDITERRANEAN

As the only Azimut Magellano 30M on the charter market, *Alma III* is the ideal platform for families and groups of friends looking for big adventure in a small package. The exterior design by Ken Freivokh includes a large main deck and upper deck, each with various lounging areas and inviting al fresco dining options. With one master suite and two VIPs, arguments over cabin space are a thing of the past. The yacht's dual-mode hull design also makes it the smoothest of rides for even the most delicate of stomachs, while low consumption ensures the experience is kinder on both planet and wallets. *Available for charter via fraseryachts.com*

Best for la dolce vita

The Motopanfilo 37M is a nod to Benetti's heritage while integrating modern comforts

DAWO

FROM €168,000 PER WEEK

36.9M BENETTI, 2025; 11 GUESTS, 7 CREW; EASTERN MEDITERRANEAN & ADRIATIC

When Benetti's Motopanfilo model first launched, it was praised for its head-turning retro-chic design. *DAWO* is the newest 37-metre Motopanfilo to hit the charter market and she doesn't disappoint. Blending Benetti's Italian heritage with oodles of modern style, the interior decor by Lazzarini Pickering features Loro Piana fabrics and a subtle nod to a nautical colour scheme. For those dreaming of living the dolce vita, the exterior deck spaces are where it's at, with a foredeck whirlpool surrounded by a bank of cushioned sunpads, a yawning sundeck for al fresco dining and sundowner cocktails and an over-water sea terrace at the stern. *Available for charter from this summer via camperandnicholsons.com*

OGUZ KHAN

FROM €175,000 PER WEEK

50.5M BODRUM OGUZ MARIN, 2025; 12 GUESTS, 10 CREW; MEDITERRANEAN & ADRIATIC

Available for charter once she is delivered in July 2025, the motor sailer *Oguz Khan* is a modern take on a classic design. In contrast to the pared-back deck areas that feature oversized sunpads aft and a flybridge with a second helm and plunge pool, the interior serves up serious jazz club vibes. The main saloon has a cosy lounge area with a cocktail bar, white grand piano and a formal dining area for long lingering meals. A Middle Eastern lattice screen separates the wheelhouse from the guest area. On the lower deck, rich wood tones and earthy shades of green set a more relaxing and calming ambience. *Available for charter from July via oceanindependence.com* ∎

NEW LAUNCH

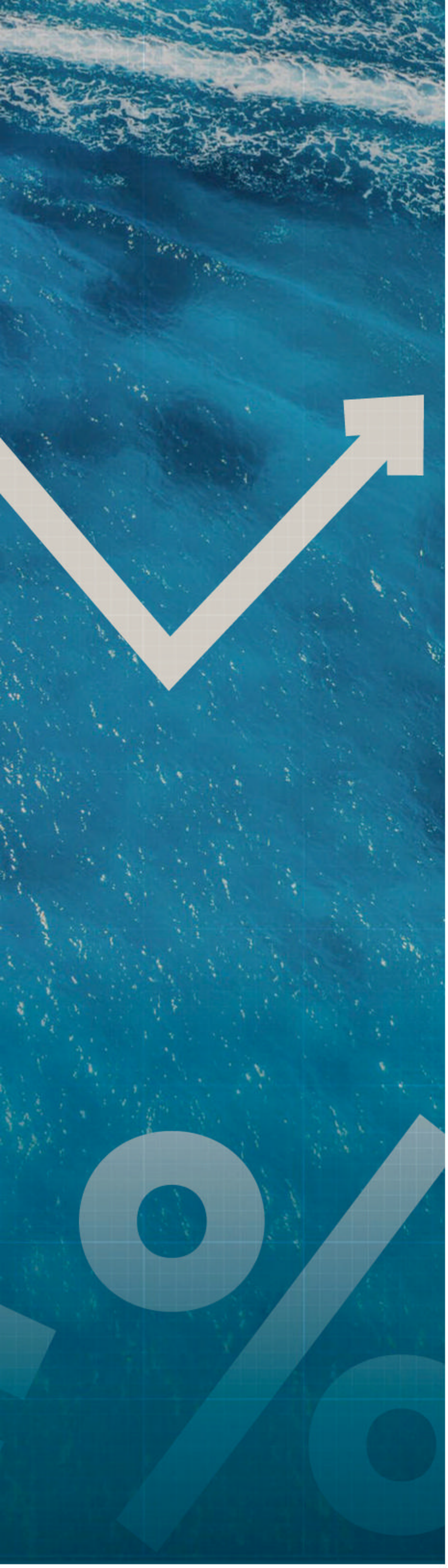
WE LOVE...
the spacious decks

Guests can access the swim platform directly from the cabins

PHOTOGRAPHY: BLUE! PRODUCTIONS; COURTESY OF FRASER YACHTS; COURTESY OF CAMPER & NICHOLSONS

Charter maths

Much has been written about what makes a great charter yacht, but does the perfect boat translate into profit? And is it even possible for income to offset running costs? *Kate Lardy* crunches the numbers



The Mediterranean remains one of the most popular charter destinations

REVENUE
€17,000

CASE STUDY 1: PRIORITISING CHARTER

48m Italian motor yacht built in 2017

Seven weeks of summer charter in the Western Mediterranean, with weekly rates ranging from €250,000 to €310,000

Net charter income: **€1,592,000** Annual running cost: **€1,575,000** Revenue: **€17,000**

A popular-size yacht like this in one of the world's top charter destinations can break even or make money if the owner prioritises charter over their own personal use. In superyachting, this is the rare exception, not the rule. Most owners buy yachts for their own enjoyment, with charter of secondary importance, and when they do choose to charter a boat their motivation is not purely financial.

"It is an opportunity to help offset operating costs and a way to keep the vessel moving, not to mention a way to keep the crew motivated," says Kellie Shoemaker, head of charter management in Fraser's US office.

In fact, in the past it was thought that making a profit was impossible. Cecil Wright partner Liz Cox, who has been in the business for more than 30 years, remembers the first time she heard of such a thing. It was the early 2000s, and the owner of *Leander G*, after enjoying his yacht, put it on the charter market with the intention of making money. "I believe it was one of the first charter yachts that did turn a profit," Cox says.

For Hill Robinson's head of charter management Nicolas Fry, it was the rebuilt explorer *Legend* that convinced him. "I was at Camper & Nicholsons at the time. It was the first time I was dealing with an owner who was not really using his boat for himself or for his family, and he was making money with it. I realised that, yes, you can make some money, but you really need to think of the yacht as a business, not as a boat that you want to use, plus do some charter."

"YOU REALLY NEED TO THINK OF THE YACHT AS A BUSINESS, NOT AS A BOAT THAT YOU WANT TO USE, PLUS DO SOME CHARTER"

PHOTOGRAPHY: DIMITRY B ON UNSPLASH; ADOBE STOCK

>>

LOSS
€444,000

CASE STUDY 2: HARNESSING THE WIND

47m Dutch sailing yacht built in 1998

Nine weeks of charter between the Mediterranean and the Caribbean, with weekly rates ranging from €110,000 to €125,000
Net charter income: **€893,000** Annual running cost: **€1,337,000**
Loss: **€444,000**

Cox has seen sailing yachts become hugely popular in recent years in the Caribbean, with charterers drawn by the winter trade winds that guarantee a good sail, "whereas the motor yachts have really been more about the Christmas and New Year period", she says.

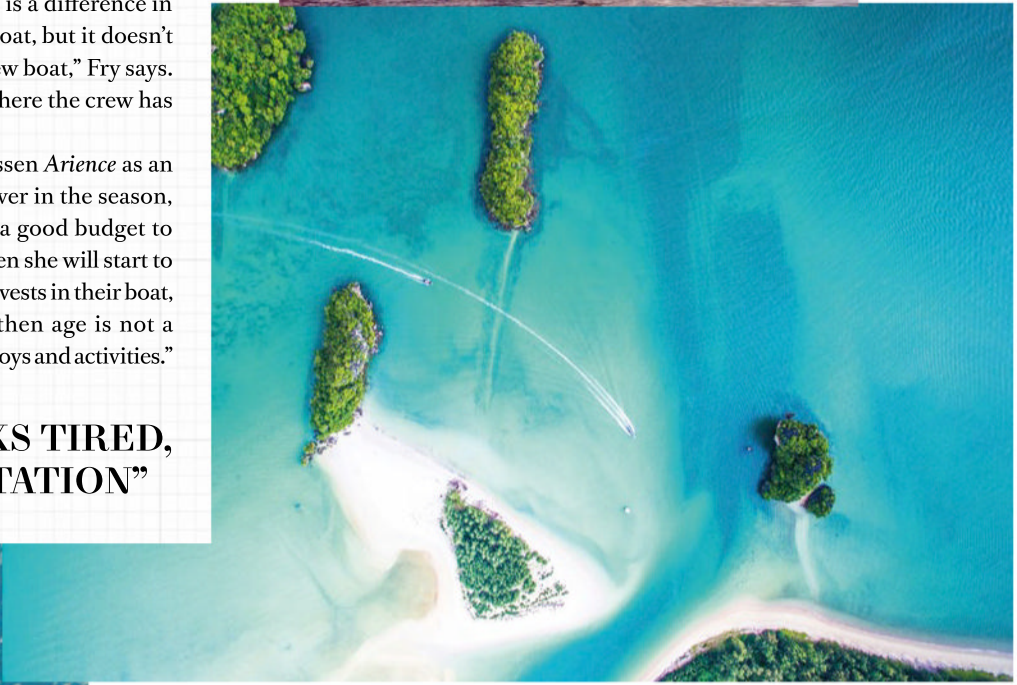
They charter for less than a motor yacht though, and while running costs can be slightly lower than a motor yacht's, the refit period can even things out due to the rigging and sail maintenance. Historically, sailing yacht crew were paid less than motor yacht crew due to different expectations of formality on board, but for charter yachts at least, this is changing. "The salaries aren't massively different anymore, because you have to attract the high calibre of crew needed for a successful charter reputation," Cox says.

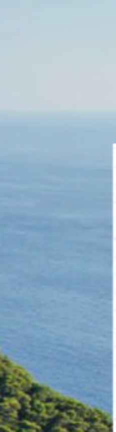
The yacht's age of 27 years affects its charter rate but not its desirability – reputation is the bigger factor there. "Generally there is a difference in charter price between a brand-new boat and an older boat, but it doesn't mean that the experience will be better on the brand-new boat," Fry says. "Experienced charterers might prefer to be on a boat where the crew has been there for a long time."

Cox agrees, using the 13-year-old Abeking & Rasmussen *Arience* as an example. "We could fill her calendar two, three times over in the season, because of her reputation and because the owner has a good budget to maintain the interior. The moment a boat looks tired, then she will start to lose her reputation. If you have an owner who loves and invests in their boat, and employs crew who also care and love the boat, then age is not a consideration, so long as the owner is keeping up with the toys and activities."

> **"THE MOMENT A BOAT LOOKS TIRED, SHE WILL LOSE HER REPUTATION"**

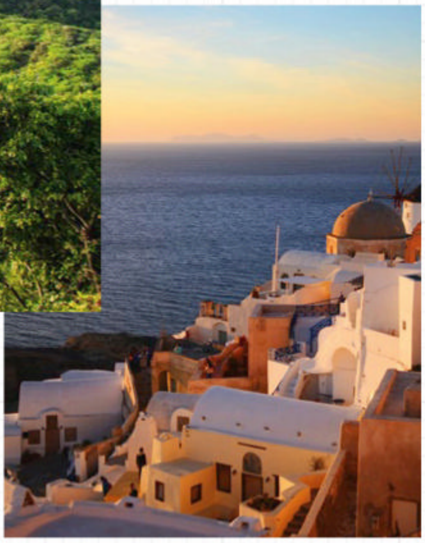
Classic yachts hold a special appeal for clients who like a slower pace of life

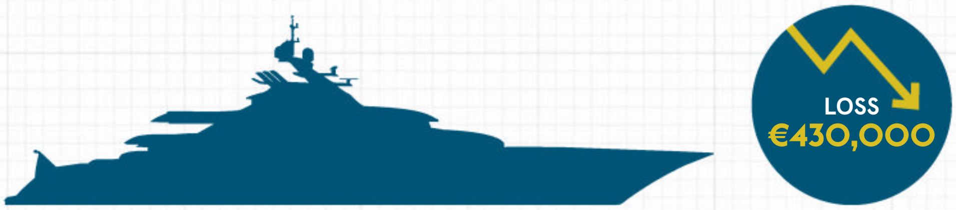




"ON THE LARGER END OF THE MARKET, WE WOULD CONSIDER EIGHT TO 10 WEEKS OF CHARTER SUCCESSFUL"

Chartering for millions a week, the largest yachts, such as Ahpo (above), tend to book more multi-week charters than smaller yachts





CASE STUDY 3: IS BIGGER BETTER?

85m German motor yacht built in 2010

Eight weeks of charter between the Mediterranean and the Caribbean, with weekly rates ranging from €850,000 to €950,000

Net charter income: **€4,680,000**

Annual running cost: **€5,110,000**

Loss: **€430,000**

Imagine the charter market like a triangle, Cox says, with those who can afford a 30-metre at the bottom and those who can pay €1.5 million a week at the top.

"While the client base for boats over 80 metres is undoubtedly smaller than the 50- to 60-metre segment, the options in the 80-metre-plus range are also a fraction of what is available," points out Chris Callahan, charter and sales broker at Moran Yacht & Ship.

"From a charter management standpoint, on the larger end of the market, we would consider eight to 10 weeks of charter successful, as it would allow for a good balance of owner's use versus charter," says Callahan. "In the 60-metre market, eight to 12 weeks is normal." He adds that "normal" is contingent "on the boat, its location and the owner's motivation".

Cox's company, Cecil Wright, manages one of the world's largest charter yachts, *Kismet*. Just delivered in April 2024, the yacht chartered for a total of 45 days last year. "Bearing in mind that she wasn't available straight away (for the 2024 summer season), we would be looking for about six weeks over the whole of the summer period to allow for owner usage, and then two to three weeks in the Caribbean, again, depending on the owner's calendar," Cox says.

At this size range, multi-week charters are common, she says. "A lot of people will do a two-week charter or more when they're taking something the size of *Kismet*."

PHOTOGRAPHY: ADOBE STOCK; SAM BEAUP ON UNSPLASH; DENYS NEVOZHAI
PHOTOGRAPHY: XXXXXXXXXXXXXXX
ON UNSPLASH; GUILLAUME PLISSON; EUGENE GOLOVESOV ON UNSPLASH

>>

REVENUE
€2,000,000

CASE STUDY 4: "THE PERFECT CHARTER YACHT"

60m high-spec Northern European motor yacht built in 2025

12 weeks charter between the Mediterranean and the Caribbean, with weekly rates ranging from €500,000 to $650,000
Net charter income: **€5,359,832**
Annual running costs for the first five years: **€3,200,000**
Annual net revenue target: **€2,000,000**

"The Perfect Charter Yacht" was a concept designed to make money chartering

This hypothetical yacht was dreamt up by Fry and his team, after surveying captains, brokers and clients. Hill Robinson launched the concept at the 2024 Monaco Yacht Show as "The Perfect Charter Yacht".

"The idea was to create a brief for designing and building the most profitable charter yacht," Fry says.

The survey revealed that the ideal size is between 50 and 60 metres. "We decided that 60 metres is more suitable. You want to have 12 guests on board, and you also need a good amount of crew. Generally, for the 60-metre boat, we are thinking 14 crew, which gives more than a one-to-one crew-to-guest ratio," Fry says.

Drawn by Dölker + Voges, the concept includes a spa, a pool hovering above a big beach platform, fold-down terraces and flexible accommodation that could be reconfigured to suit different parties.

Charter income was calculated based on five weeks high season and three weeks low season in summer, plus two weeks high season and two weeks low season in winter. Maintenance costs will be low initially during the shipyard's warranty period, and the rates reflect the premium that new yachts can charge.

New yachts like this tend to attract charterers who are moving up in size, Cox adds. "Those clients are looking for the latest modern amenities, big beach clubs, all the watersports activities, inflatable water parks, massage rooms, etc."

MAXIMISING INCOME POTENTIAL

Charter rates, in general, are determined by the market, comparing a yacht to others of the same size, brand, year of build, number of cabins, number of crew etc. Getting the price right is key to getting inquiries, Fry says. Too high and you won't get as many, too low and clients may wonder what's wrong with the yacht.

The captain and the crew don't influence the rate, yet they can make or break the programme. "An experienced crew creates the foundation for a programme's success. The brand of a boat and the amenities offered are certainly important, however an all-star crew can make up for areas where a particular boat might fall short," Callahan says.

"Crew is really the number-one key selling point," Fry agrees. "To have a well-known captain is very important. Captains generally are leading the way; when you have a good captain on board, you'll find the rest of the crew will be good as well. A good chef with great references – someone who has been working in a Michelin-style restaurant or won an award at a chef competition – is also a plus."

Despite how crucial crew are to a yacht's success, the industry's high turnover means a yacht's rate won't be tied to them. "If we base a charter rate on the name of the captain, in six months, we may have to [change the rate] because the captain is gone," Fry explains.

The yacht's pedigree is also important. "The most successful yachts I've represented on the charter market were more or less all good Northern European brands. I think the reason for that is these yachts don't become old fashioned, even after 30 or 40 years. The design is timeless and still appealing to many clients," Fry says.

Classic yachts are a shining example of this. "*Istros* (a restored 1954 Feadship) came on the charter market, I think, in February with us, and by the end of April, her season was full," Cox says. "There is a specific type of client that just loves classic yachts, people who like a slower pace of life, maybe a bit more family oriented."

An older yacht may require more care and maintenance, adding to its overall running cost, but spending this money

PHOTOGRAPHY: DÖLKER + VOGES DESIGN; HILL ROBINSON

“AN ALL-STAR CREW CAN MAKE UP FOR AREAS WHERE A BOAT MIGHT FALL SHORT”

will benefit the owner in the long run, says Callahan. “One way an owner can manage operational costs without compromising the charter experience is to put a good planned maintenance programme in place. That might sound conflicting, however spending time and money in the yard for maintenance and regular service will reduce the likelihood of costly breakdowns of equipment, especially during a charter where there could be commercial implications as well as reputational damage for the charter programme.”

In terms of increasing costs, Callahan says, “insurance is leading the way in a year-over-year increase in certain vessel size ranges.” Crew salaries haven’t taken any big leaps in the last couple of years but the overall cost of employing crew has risen due to rotational positions becoming more common. “But ultimately, I think this improves both the owner and charter guests’ experience on board,” Callahan says.

Finally, just like in real estate, success comes down to location, location, location. In yachting this means the boat’s physical location needs to be close to charter hotspots to eliminate delivery fees, Callahan says.

Then, once the first charter is booked, the calendar should be filled with an eye towards minimising downtime. “It makes sense that if you’re finishing in Saint-Tropez, for example, that you start your next charter in Saint-Tropez,” says Cox. “Whereas if you start your next charter in Sardinia, then you’re losing two to three days just on relocation. We try to minimise the zigzagging as much as possible.”

The good news is this careful scheduling is much easier today than it was in the days when charter superyachts never made money. Back then, Cox says, she had to courier four versions of the contract to the client, central agent, broker and owning company for physical signatures, then everyone had to receive the fully executed copies before the money would be wire transferred – at the pace of banks of yesteryear. “It could take almost three weeks after an agreement to get a signed contract, whereas now it can literally be done in three hours,” Cox says.

A profitable charter superyacht is still a unicorn, but it’s more attainable than ever before. It starts with a commercial mindset. “When you think about charter as a business, you think differently,” says Fry. “You give priority to the bookings in high season. You choose your crew differently, and you offer the yacht in a different way, in a more commercially minded way.”

Add in a stellar captain and chef, a competitive tender and toy package and a meticulous maintenance and refit programme that keeps the yacht looking fresh, and watch the repeat bookings roll in.

A Michelin star-level chef may attract charterers but the boat’s rate isn’t tied to the crew

Good as gold

A long list of high-tech features and clever design ideas has fine-tuned *Anjelif* into a charming charter machine. *Katia Damborsky* discovers Columbus Yachts' 50-metre with a champagne hull and an interior made for entertaining

Photography:
ALESSANDRO GUERRIERI FOR FRASER AND PALUMBO

>>

There are so many bells and whistles on *Anjelif* that, at first glance, it's easy to misunderstand. I envision the owners commissioning the yacht – they have had a few glasses of crisp champagne and are freely saying "yes" to every feature that Columbus is proposing. Dedicated massage treatment room? Sure. Main deck gym? Absolutely! Al fresco cinema set-up? Why not? With a deeper understanding of the project, however, it is clear this was very much not the process. The only champagne-thinking here relates to the glamorous hull colour.

The owner is Francesca Angelini, an Italian businesswoman who seems the sort of person who has a clear idea of what she wants, and sticks to it. When she assigns tasks to staff at the family-owned business empire that she manages, the deadline is usually "yesterday", she tells me. Angelini is detail-orientated, no-fuss and had a big hand in the design and inception of 50-metre all-aluminium *Anjelif*, which was delivered in 2024 and will have its first charter season in 2025. We're on board the yacht during the Monaco Yacht Show, an event Angelini knows well, as she comes from a yachting family. She chose Columbus because she wanted a high degree of customisation, which can be seen in the carefully curated layout and that distinctive champagne-coloured hull.

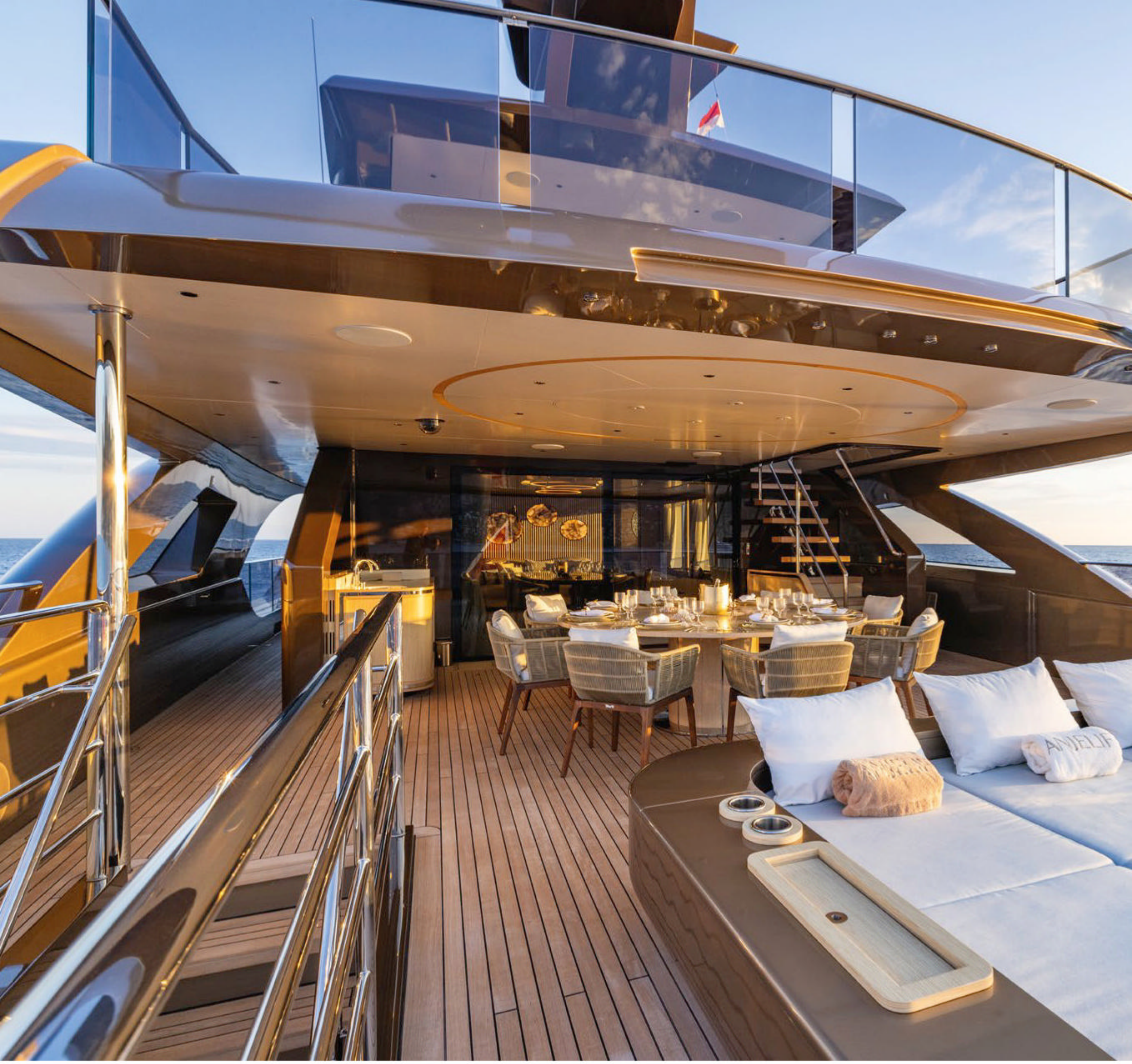
The owner likens the shade of Anjelif's *changing hull colour to a sunflower that reveals its true colour in the light. Far right: the transom includes a built-in lounge*

But, if Columbus had had its way, the yacht would be a different shade. "The [colour] was one of the requests from the beginning," says Virginia de Carlo, marketing director at Palumbo Superyachts, Columbus's parent company. "Our designers proposed to change the hull colour to another, lighter champagne but there was absolutely no other colour the owner wanted." The shade belongs exclusively to this boat – Columbus can't ever use it again on their other yachts. Angelini appreciates how the hull colour looks bronze, almost brown, under shadow and clouds, but transforms into a dazzling, satin-sheened, metallic honey in the sunshine. "It's like people," she says, "because we are not sunny and full of happiness every day. We are also sometimes a little bit sad or reflecting."

Her no-compromise approach to the hull colour extended to other parts of the boat too, and it's paid off by creating a yacht with winning features that charterers tend to love and others that I've not seen on a superyacht before. One example of the latter is the cocoon-style seat carved into the teak transom below the pool, designed to solve the perennial problem of not having a permanent seating area on the swim platform where you can kick back after a dip in the sea. A smart choice, implemented by an owner who knew how her yacht would be used – but it also speaks to something else about the boat, which

ANJELIF

>>

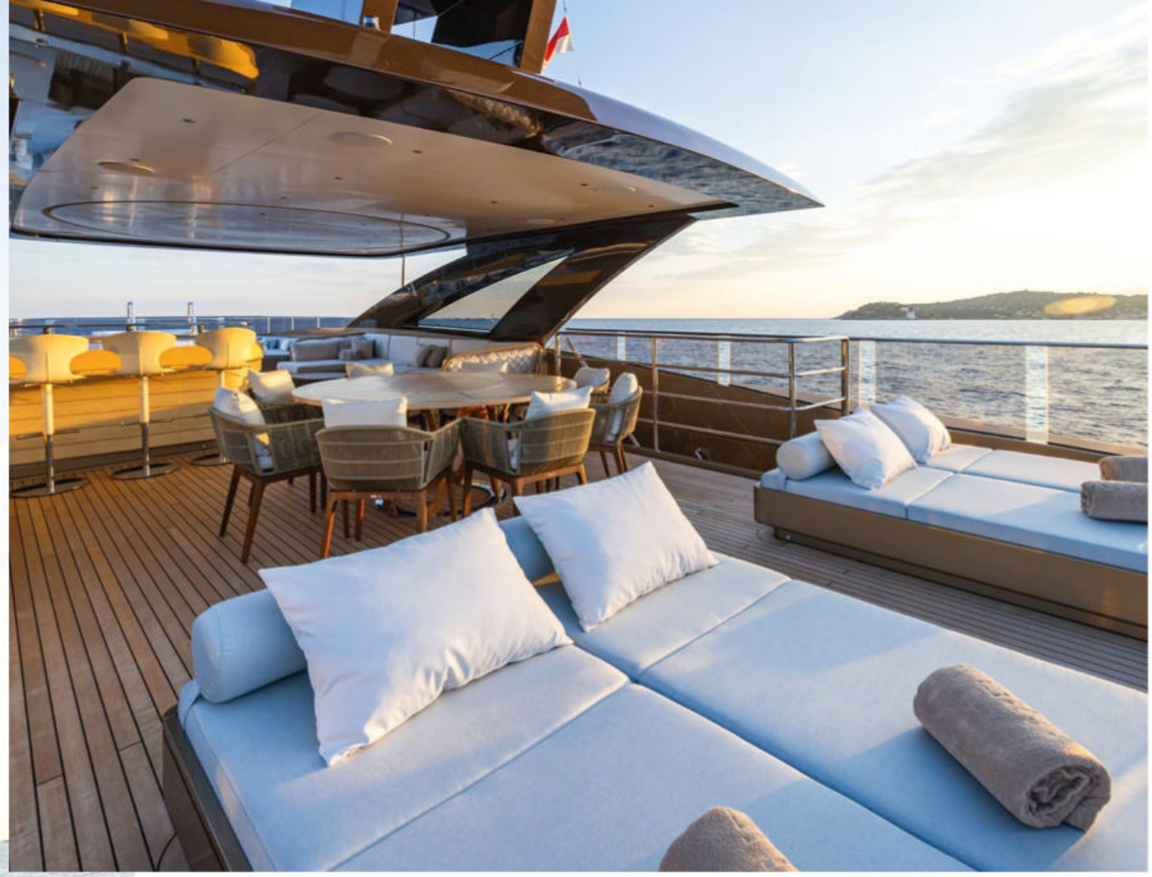


The upper deck's teak dining table seats 10. A French bi-folding door connects the deck with the interior saloon to make one large indoor/outdoor entertaining space

is that almost everything has a double use. On a yacht, "you don't have all the space in the world", Angelini points out, "and I think it's a duty to optimise everything in the best way possible."

The upper-deck saloon, therefore, is a dining room whose "real role is a games room", says de Carlo. Here, the space is dominated by a table inlaid with mother-of-pearl that seats 12 guests, but the central slab that forms the tabletop can be whisked off and hidden within a small sofa. That leaves you with two separate round tables that have an up-down mechanism, so they can be used for coffee or cards at their lowest or cocktails and conversation at their highest. Elsewhere, the main saloon has a pair of Armani Collection silk sofas sitting opposite each other, which can be transformed into a single aft-facing sofa. "You can do it by yourself," explains de Carlo, demonstrating how a hidden button makes the sofas spin and join together with the help of a discreet circular rail in the floor.

Finally, the touch-and-go helipad on the bow doubles as a dance floor or as a fully fledged al fresco cinema that's accompanied by a crescent of sunpads where guests can stretch out and enjoy movie nights at sea. You can also appreciate the cinema screen from up on the sundeck,



"[The owner] improved every element, space and feature that she found lacking on previous yachts," says Fraser's head of charter management in Europe, Daniela de Marco. Above: the sundeck has both a shady sofa and sunny lounges

Outdoor space was a design priority, including such amenities as the owner's cabin balcony (below), a sundeck spa pool (above) and an infinity pool on the main deck (right)

which covers 87 square metres and features a Corian bar, forward-facing dip pool fringed by sunpads and low-slung furniture dressed in hand-knotted fabric. Daniela De Marco, Fraser's head of charter management for Europe, says the commitment to al fresco space is one of the reasons she thinks the *Anjelif* will fare so well on the charter market – along with all the amenities. "For sure the infinity pool and the open-air cinema/dance floor on the bow will be popular," she says (noting the helipad isn't commercially certified for charter). "[*Anjelif*] is excellent for wellness retreats."

One of the most arresting spaces on board is the terrace attached to the master cabin. It's more practical than a fold-out balcony, since it can be used while the yacht is underway or anchored and doesn't require any crew set-up. It's a "special touch, very private, where you can enjoy a beautiful sunset, for example", says the owner, and one of the "most inviting and peaceful private balconies I have seen in recent years", says de Marco.

The silent and smell-free hybrid technology complements the al fresco areas well, and that tech was another big reason the owners chose Columbus. "We were the first in Italy [to have hybrid]," says de Carlo. Andrea Greco, vice general manager at Palumbo Superyachts, explains that the shipyard worked together with RINA to define the class rules for hybrid vessels back in 2016. "We were pioneers," he says. Greco explains that the yacht can cruise at eight

Right: the main-deck bar is crafted in bleached oak, with accents of crystal and stainless steel. The pool here features a counter-current for exercise

PHOTOGRAPHY: XXXXXXXXXXX

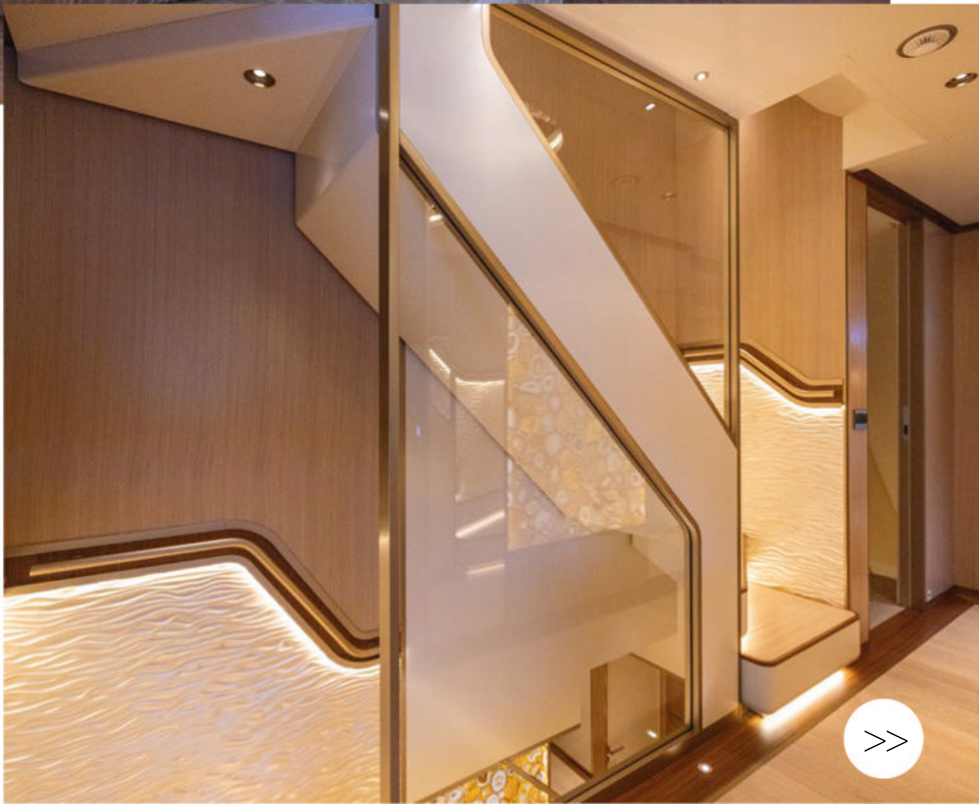
>>

“YOU DON’T HAVE ALL THE SPACE IN THE WORLD [ON A YACHT]… IT’S A DUTY TO OPTIMISE EVERYTHING IN THE BEST WAY POSSIBLE”

A motif of overlaying circles adds a sense of continuity to the interiors, as seen in the saloons on the upper deck (above) and main deck (top and above right). In the latter, champagne-coloured Armani upholstery matches the hull

knots in all-electric mode with minimal noise and vibration. The three cruising modes – diesel, electric and shaft generator – are “complex”, he says, but “the functionality is very easy for the captain, because everything is gathered from [within] an automated system. So by simply pushing the button, you can change the mode of use of the system.”

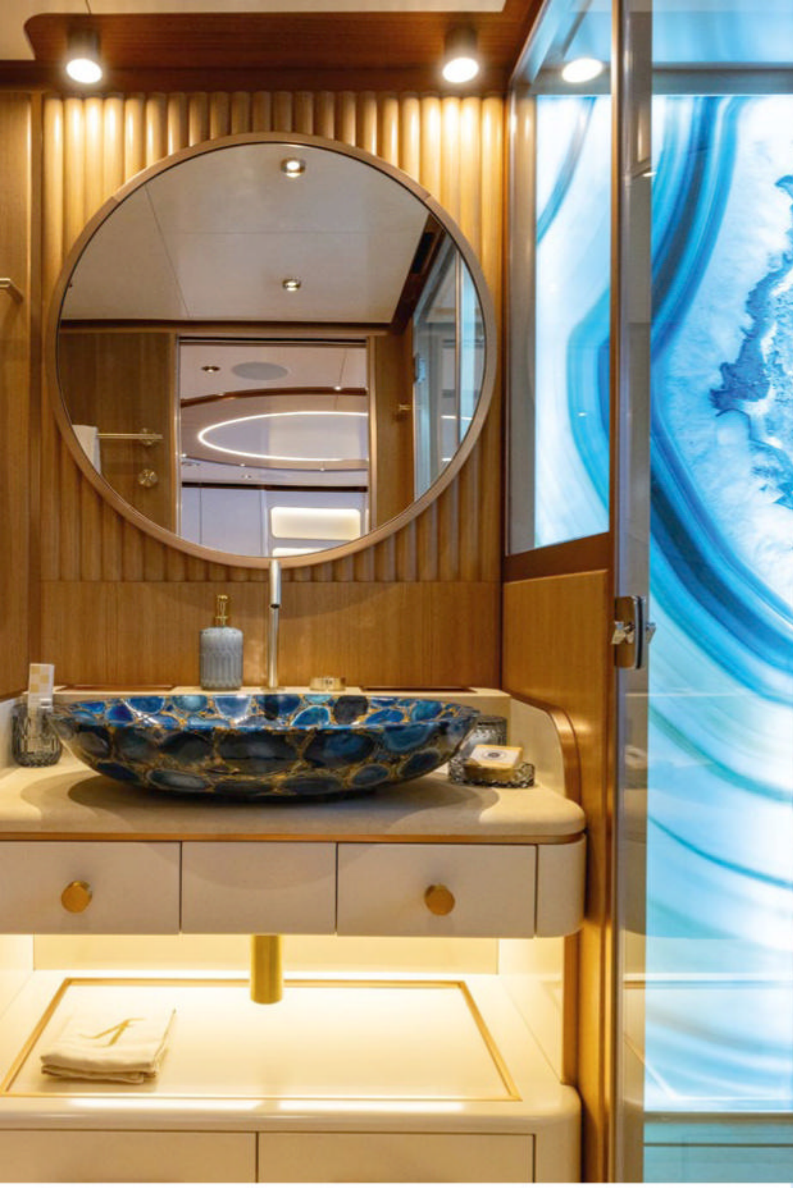
Both the interior and exterior design of the sub-500GT yacht were executed by Marco Casali working in collaboration with the owner. For Casali, it was interesting to match his “architectural point of view” with the more “feminine” design requests from the owner. Francesca Angelini’s attention to detail made for “challenging work that we loved”, says Casali, and “the passion of the owner was a clear reference” for many of the design choices. To that end, there’s a good equilibrium between crowd-pleasing details and personal touches. The owner is fond of crystals and precious stones, so the yacht is awash with cream-coloured and durable lecce stone, glowing backlit amber agate and dark, green-veined labradorite, which changes colour in the light like the hull.

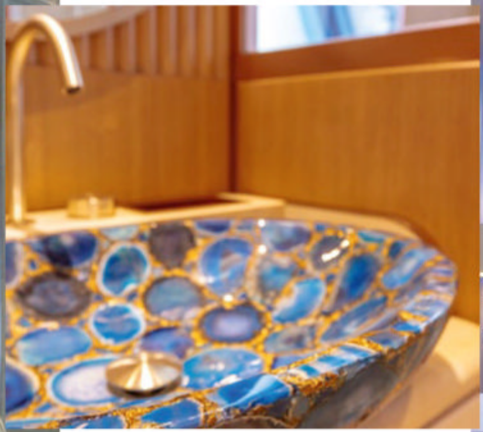


“I’ve always been attracted to [labradorite]. It’s a big protector of good energy,” Angelini says. She looks at me and asks directly: “Don’t you feel a pure energy?” Perhaps it’s the heat of the Monaco Yacht Show getting to me, but as I’m walking around the boat, I do get a sense of energy on board – a fizzy, sparkling sensation that’s hard to put a finger on.

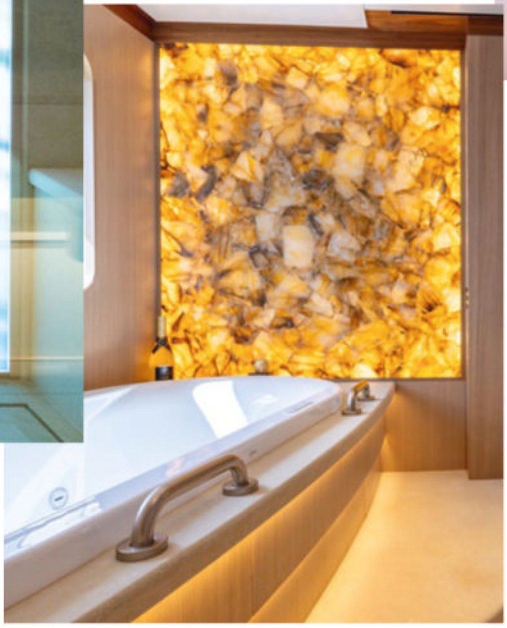
For Angelini, one of her pet peeves on board yachts is being too cold. That’s why, together with the engineers, she developed a gentle air conditioning system, that makes guests feel “as if a soft caress is touching their skin”, she says. The system also uses cold plasma, which sanitises air from outside, claiming to “supress viruses and bacteria”. Part of this thinking comes from the fact that the yacht was commissioned during the Covid-19 pandemic, and Angelini started to

>>





Stones from luxury gemstone supplier Taurini are prevalent, in shades of milky pink, peacock-blue and rich auburn



Anjelif is set to be popular for wellness retreat charters, according to the broker, Fraser. In addition to many amenities, "all the interior [elements] were based on the idea or recreating the best energy," says designer Marco Casali. This includes the use of energy-channelling stones

ROCK STARS

Some of the spectacular stones found on board *Anjelif*

CITRINE QUARTZ

THE SUN STONE OF VITALITY AND JOY

Taking its name from the old French word for lemon, naturally occurring citrine has a delicate yellow hue produced by iron traces. "A powerful source of warmth and energy, citrine quartz revitalises the heart and emotional chakra, promoting confidence, abundance and positivity. It dispels negativity and fills the soul with the radiant energy of the sun," says *Anjelif*'s owner, Francesca Angelini.

LABRADORITE

A SHIELD AGAINST NEGATIVE ENERGY

The iridescence of this silicate is caused by light glinting off the complex of microscopic structures within the rock, causing vivid tones to play across its surface. It is named after Labrador, in eastern Canada, where it was discovered in 1770, but it is also found in Australia, Madagascar, Finland and Russia. "A unique stone that contains all possible colours and helps repel negativity," Angelini says.

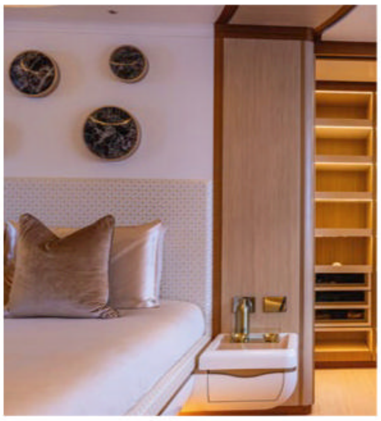
ROSE QUARTZ

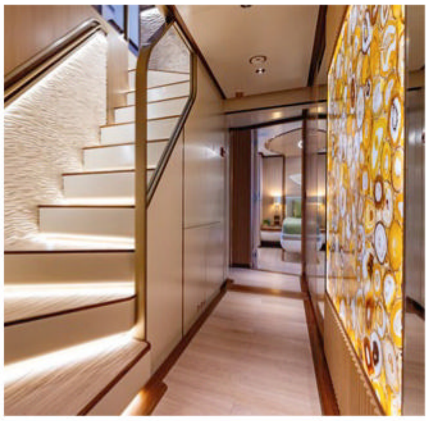
THE STONE OF LOVE

This blush stone has been popular for thousands of years; with the ancient Assyrians and Romans likely the first to use it in jewellery. The pink tint comes from traces of manganese and titanium, in varying quantities – with rose quartz from Brazil, for example, typically darker, and from Madagascar typically paler. "It absorbs and radiates the energy of love, promoting harmony, compassion, and emotional healing," Angelini says.

Above: the aft two lower-deck guest cabins can combine via a sliding door into one large full beam VIP suite with a bedroom and an office.

Top right: the main deck includes a dedicated massage room opposite a gym. Right: the upper saloon's table converts into two games tables





PAESINA STONE

A GUARDIAN OF HOME AND ENERGY

This limestone from Italy's Northern Apennine mountains is an unusually vivid example of a pictoral stone. The sedimentary rock, when sliced vertically, resembles a sepia-tinted landscape painting, made from deposits of iron and manganese that bleed between rock layers. It provides protection and infuses the home with grounding, says Angelini, "stabilising energy, creating a space of harmony and balance".

LAPIS LAZULI

THE STONE OF COMMUNICATION

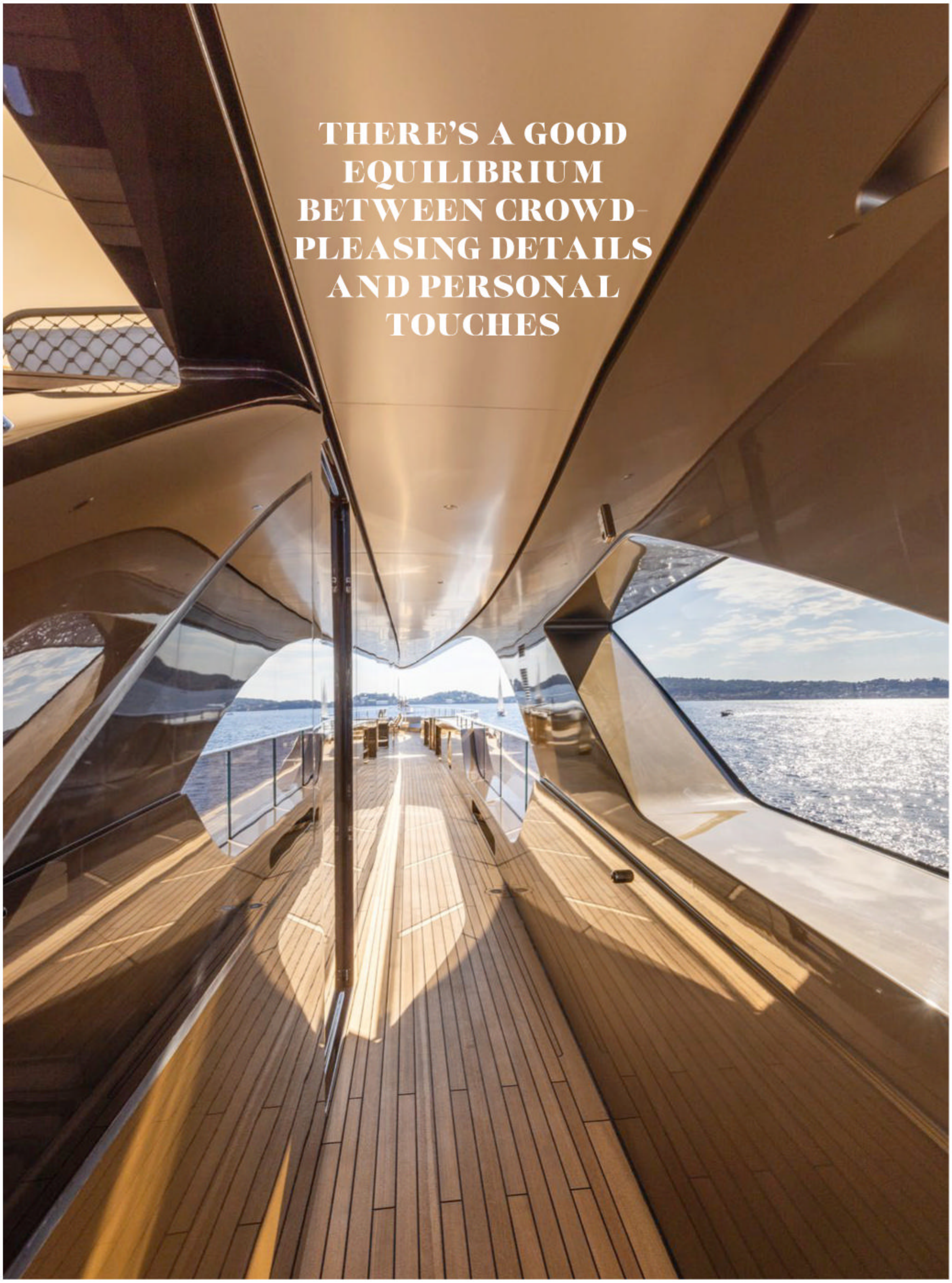
Mined as early as the neolithic age, the intense blue of this metamorphic rock, containing lazurite, pyrite and calcite, is down to the presence of the trisulfur radical anion, which affects light-absorption on its surface. "It enhances self-expression, encourages honesty, and unlocks social communication, fostering deeper connections and confidence in speaking one's truth," Angelini says.

JADE

THE STONE OF LIFE

"A symbol of wisdom, harmony and vitality, Jade attracts prosperity, promotes well-being and nurtures the mind, body and spirit balance," says Angelini. The name Jade covers two distinct but similar looking silicates – nephrite and jadeite. From the first Chinese dynasties, it was considered the imperial gem and ceremonial objects were carved from white and green-tinted nephrite jade from Khotan in western China.

>>



THERE'S A GOOD EQUILIBRIUM BETWEEN CROWD-PLEASING DETAILS AND PERSONAL TOUCHES

The owner's suite is full beam and comprises a wardrobe, balcony and lavish bathroom with a bath fit for a princess

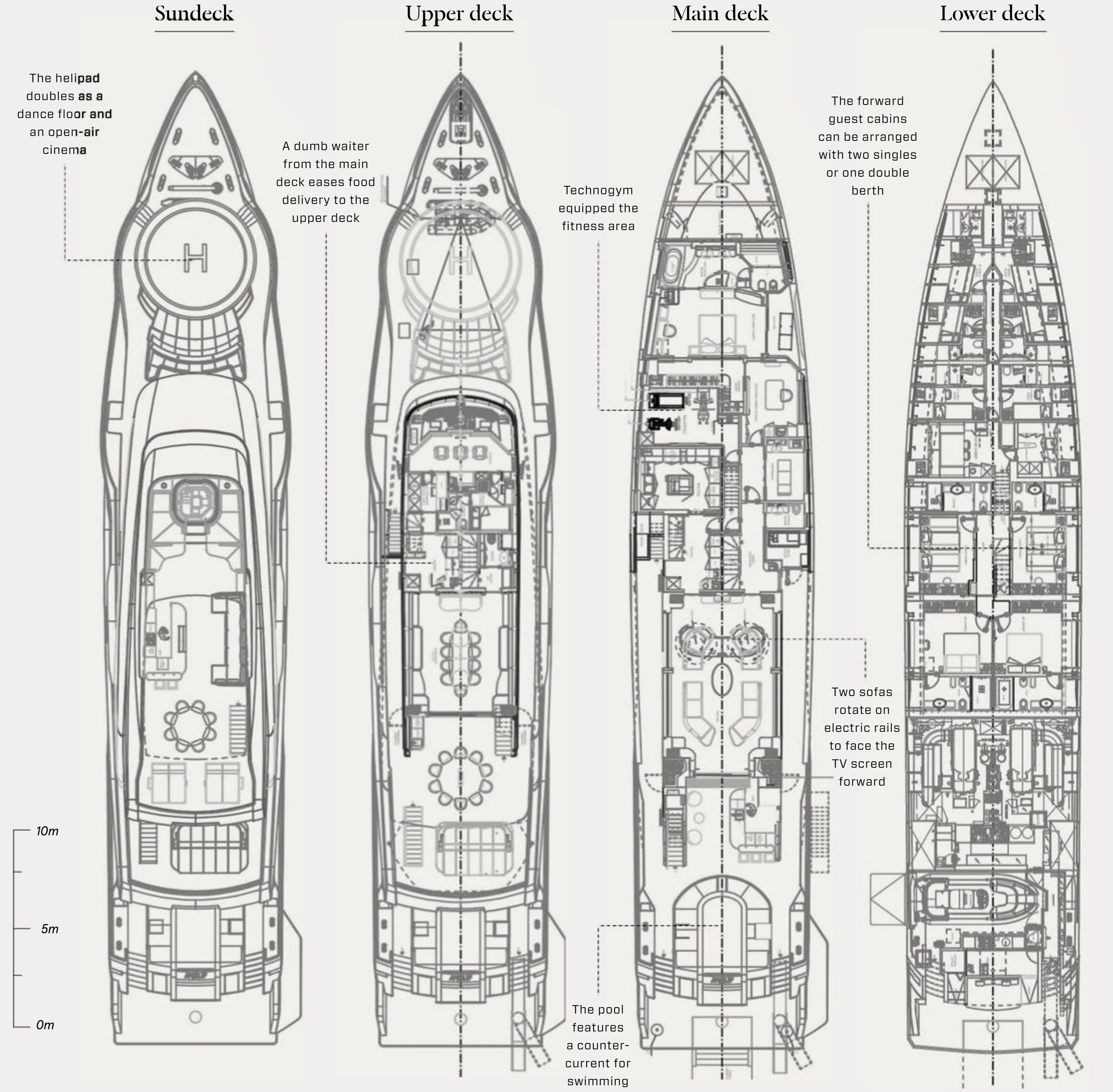
think of the yacht as a sort of purified Noah's Ark where she could escape life on shore with family and friends. There are also filtered water taps on every deck, placed in communal spaces (both inside and out) where guests can help themselves, and she has a ban on single-use plastic throughout the vessel, which helps position the boat as eco-conscious on the charter market.

Another attraction for charterers may be the fact that three per cent of charter revenue is given to Medialthea Charity Association of Monaco, which provides financial support and donates equipment for underprivileged children and their parents around the world. "If you have some good to share," says Francesca Angelini, "share it." She is a big believer in philanthropy and is conscious of the privileges she's had in life. "I'm from a big dynasty (and) every day I try to respect I have a big heritage on my shoulders," she says.

A seriousness – beneath the fun – is certainly visible in her approach to this yacht's creation. With *Anjelif*'s efficient use of space and embracing of the latest technologies, its design is far from a champagne-infused spree. It is the product of a scientific approach – a carefully measured recipe for success, born out of a crystal-clear vision. ■

Anjelif

Columbus Yachts



Sundeck

Upper deck

Main deck

Lower deck

The helipad doubles as a dance floor and an open-air cinema

A dumb waiter from the main deck eases food delivery to the upper deck

Technogym equipped the fitness area

The forward guest cabins can be arranged with two singles or one double berth

Two sofas rotate on electric rails to face the TV screen forward

The pool features a counter-current for swimming

LOA 49.9m

LWL 49m

Beam 9.06m

Draught (full load) 2.2m

Gross tonnage
499GT

Engines 2 X 1,939kW MTU 16V2000 M96L

Electric propulsion
2 X 100kW Siemens

Generators
2 x 175kW Kohler

Stabilisers
Naiad Dynamics, 4 x fins, zero speed

Speed (max/cruise)
20.6/16.3 knots

Range at 9 knots
4,200nm

Fuel capacity
59,406 litres

Freshwater capacity
10,000 litres

Tender Castoldi 21

Owners/guests 11

Crew 11

Construction
Aluminium hull and superstructure

Classification
RINA C ✠ Hull (DOT)MACH Ych (MCA); unrestricted AUT-UMS (Y); DMS

Naval architecture
Columbus Yachts; Hydro Tec

Exterior design
Marco Casali
Too Design

Interior design
Marco Casali
Too Design; owner

Builder/year
Columbus Yachts/2024
Ancona, Italy
+39 071 502191
columbusyachts.it

For charter
fraseryachts.com

NO ART EXHIBITION IS BIG ENOUGH TO HOST HER.
Venue: Louvre Abu Dhabi, UAE

CRN Yachts
Italian, 1963–present

Portrait of a cutting-edge 62-metre beauty, M/Y Rio.
Steel and aluminium on water.

Courtesy of the CRN Yachts collection

CRN
MADE BY *you*
WITH OUR OWN HANDS

Photography

**OCEAN AIR MEDIA
& FEDERICO CEDRONE**

THE MULTI

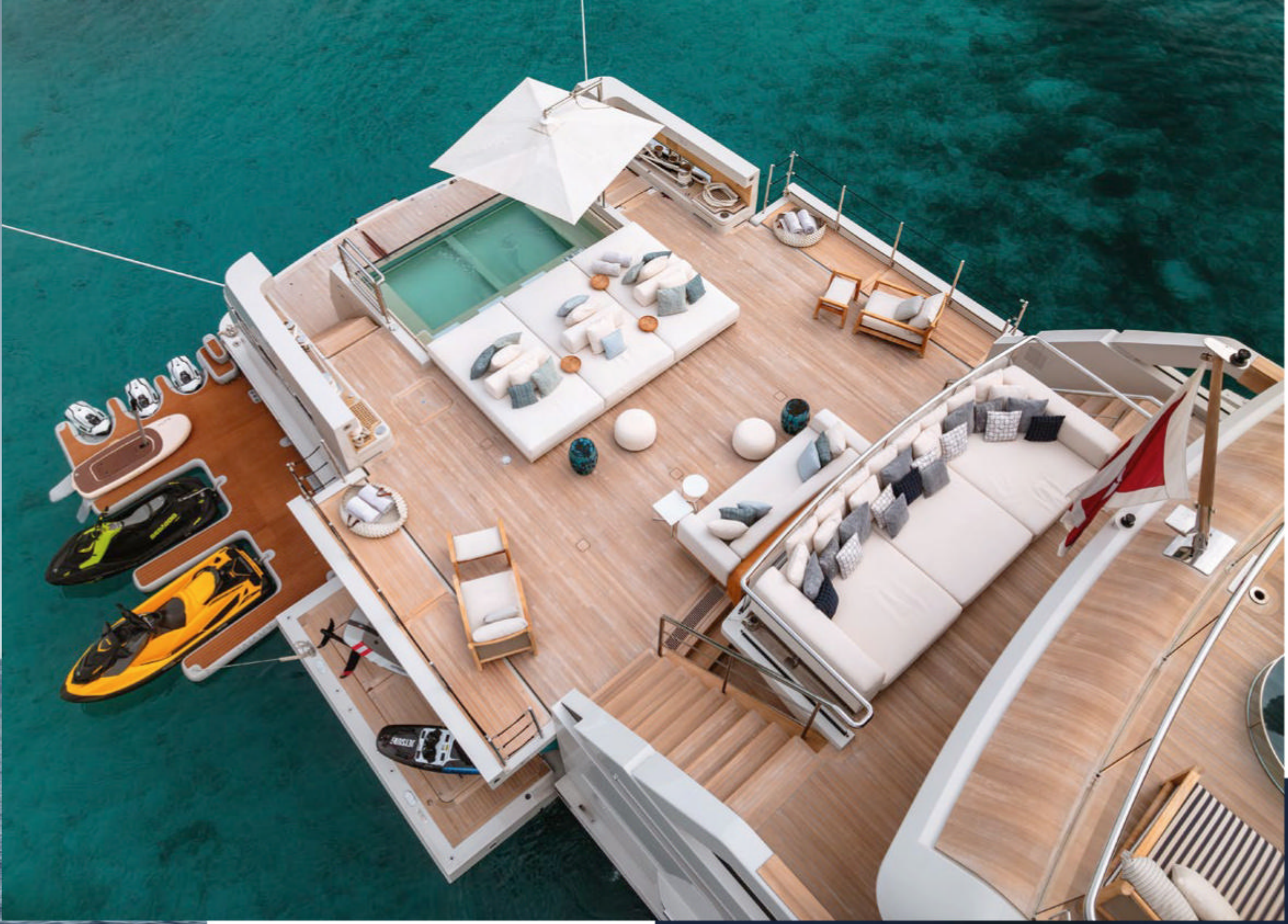
TASKER

From sliding seating to sunken lounges, 44-metre *La La Land* is full of unusual design ideas in service of flexibility and flow. *Risa Merl* discovers a stylish yacht that makes as much sense in the Med as on a global adventure

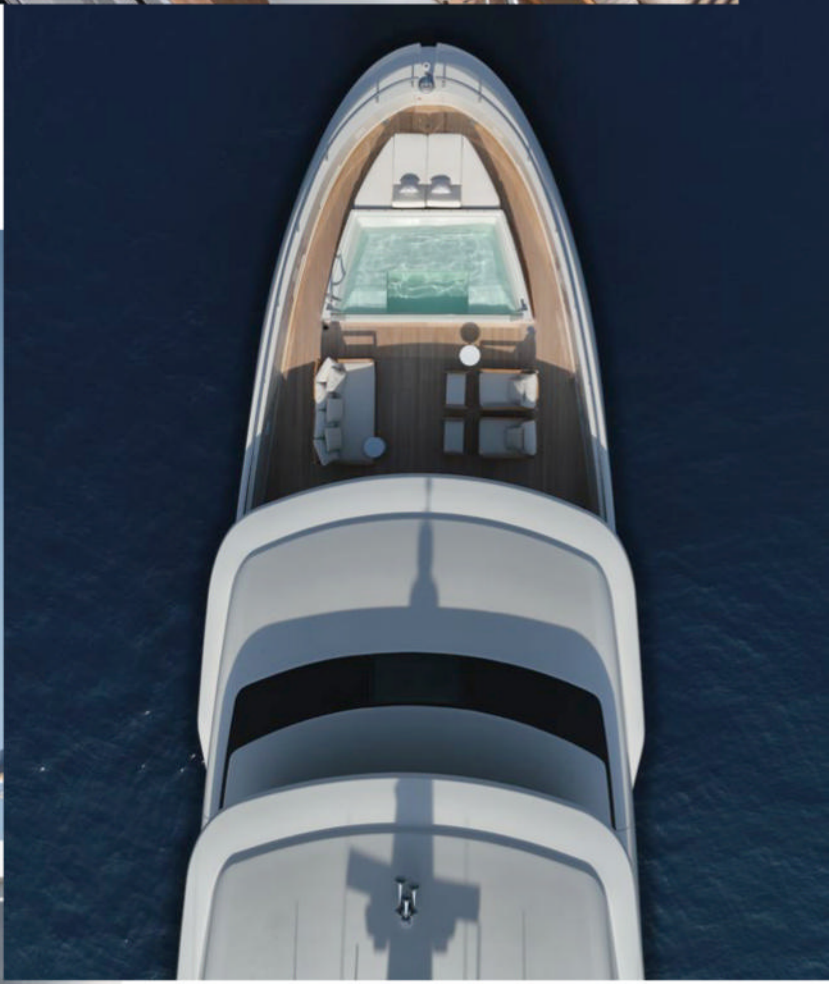
>>

Now you see it, now you don't. Standing on the aft deck of 44-metre Sanlorenzo *La La Land*, I watch as her captain performs a magic trick of sorts. Ever so nimbly, he moves a seating area – seemingly fixed at the centre of the deck – and slides it over the 18-square-metre infinity swimming pool aft, completely concealing the pool. In a matter of seconds, the area is transformed from chic poolside lounge to a long, uncluttered deck of the sort you'd expect to see on an explorer yacht – complete with a hidden crane able to lift the 7.5-metre Cormate tender and place it on deck for long-range voyages. This ability to seamlessly shape shift between amenity-rich cruiser and ready-to-roam explorer at any given moment is exactly what Sanlorenzo hoped to achieve in its new X-Space series. The first 44X-Space, *La La Land* is a stepping stone between two worlds. She blends the displacement hull, long range and abundant storage of an explorer yacht with contemporary exterior styling and lifestyle features. And a creative layout puts a priority on privacy for her very hands-on owner.

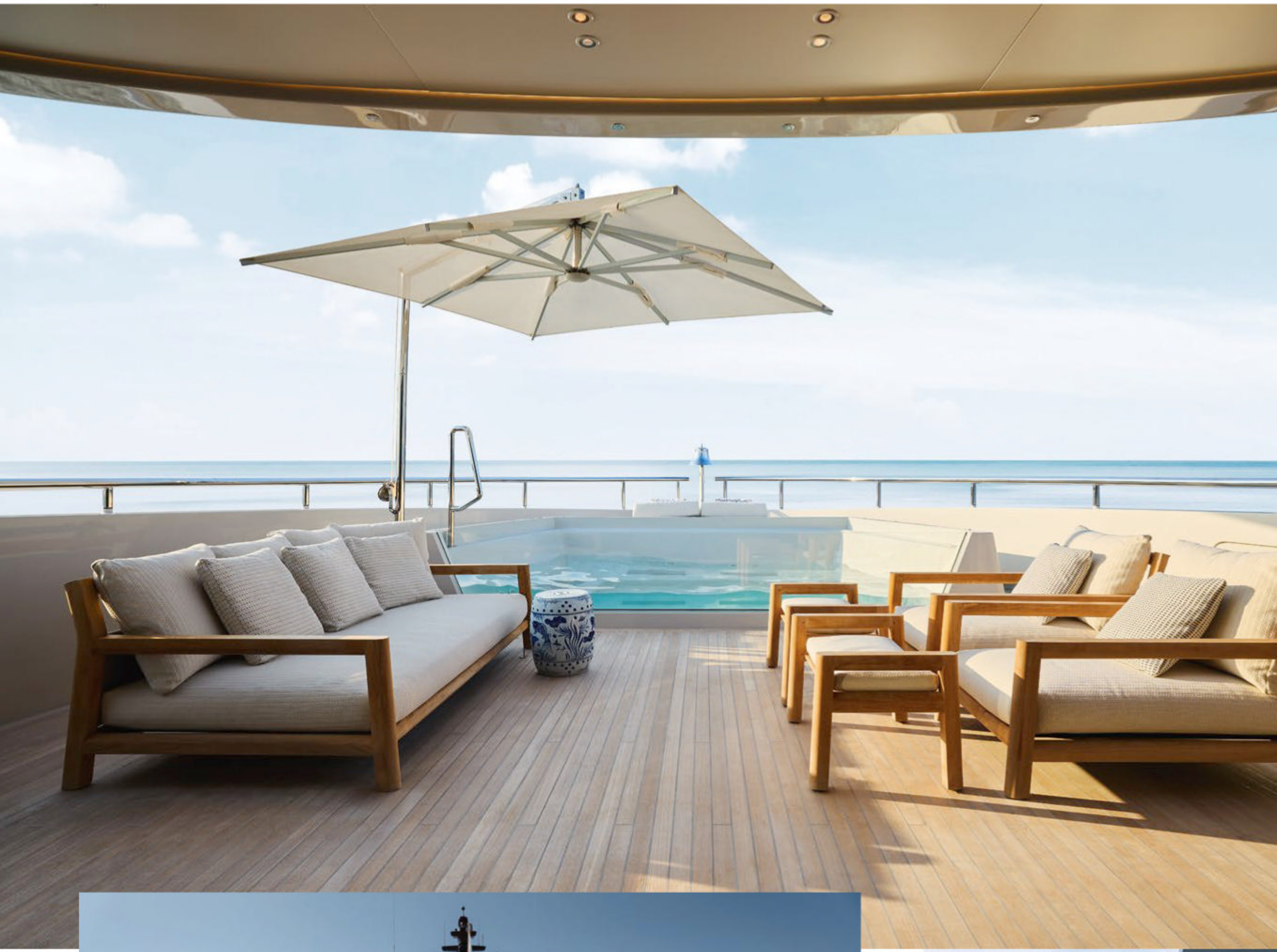
"With the aim of blending the forms of an explorer yacht with the liveability and features of an elegant classic yacht, the aft configuration has enabled an extremely versatile use of this area," says *La La Land*'s exterior designer Bernardo

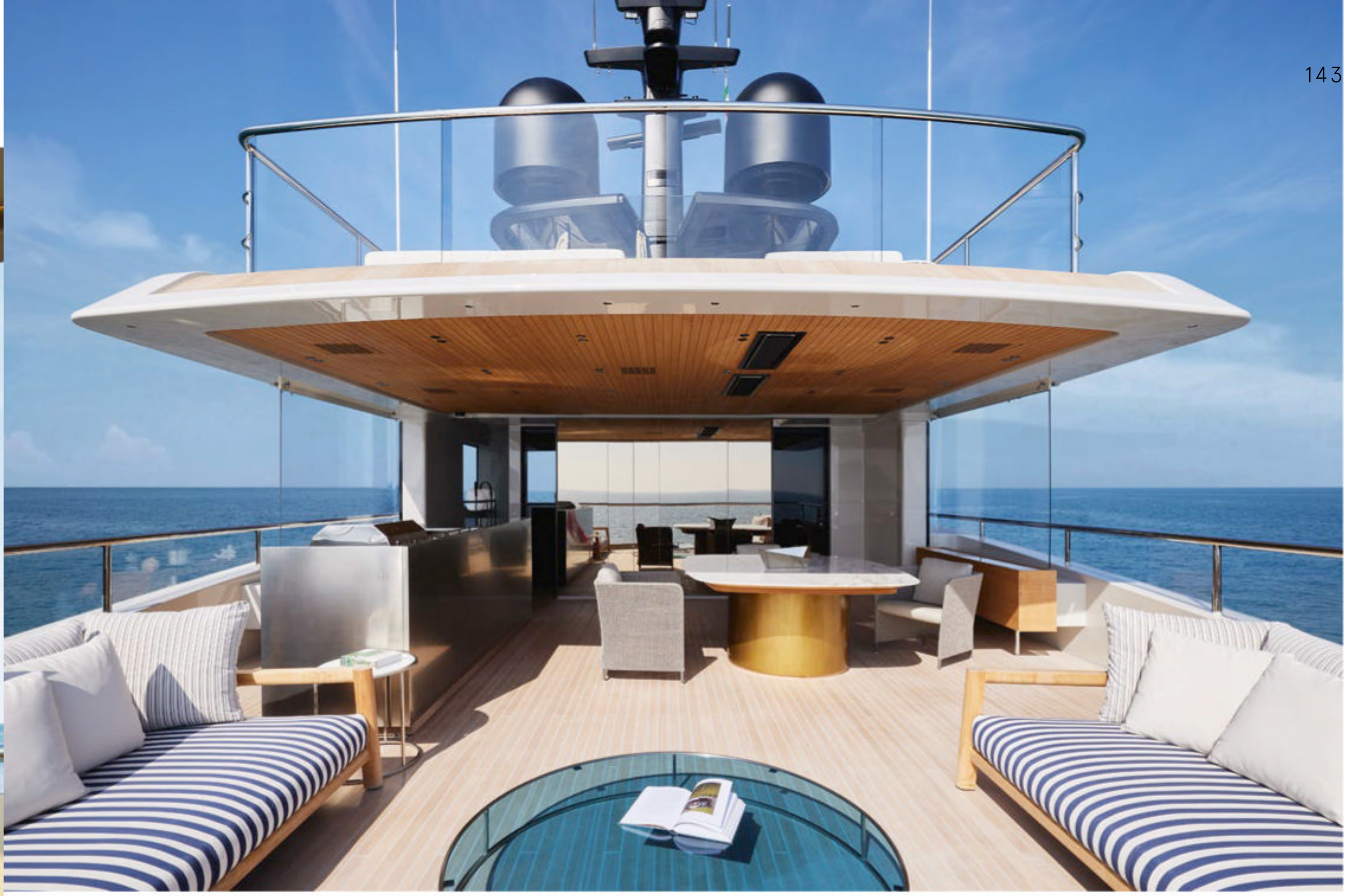


The seating area on the aft deck (above) can slide over the pool to open up the deck for dancing or carrying a tender. Another pool is found on the foredeck forward of the owner's suite (right)



>>





Above: the bridge-deck aft features an outdoor galley with barbecue and dining for 10. Below: topping off the yacht is an observation deck/sundeck with oversized sunpads and 360-degree views

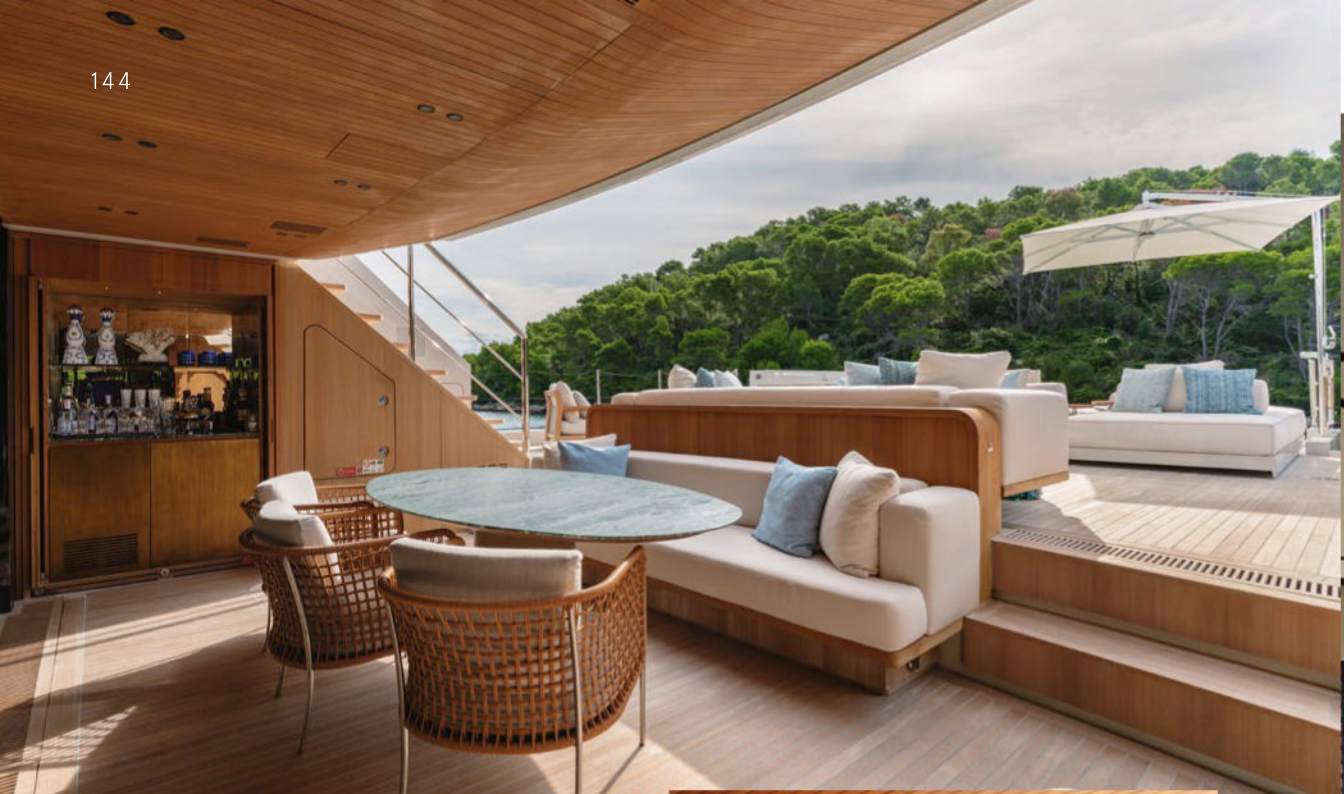
Zuccon, co-owner of Zuccon International Project along with his sister, Martina Zuccon. He describes the aft deck as "the beating heart of the yacht". This is indeed the hub of the vessel, where guests can lounge poolside by day or dance on the open aft deck by night or watch movies in an outdoor cinema. Further expanding this flexible outdoor space, the bulwarks lower into balconies on both sides, making the aft deck even beamier.

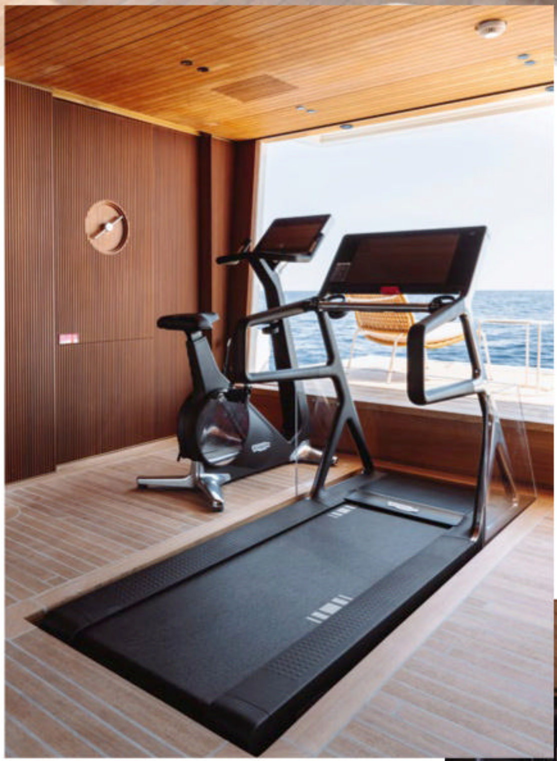
La La Land's owner, who was stepping up from a smaller Sanlorenzo yacht, was pivotal in creating the first 44X-Space. "The project was just on paper when he signed on, and we've been involved in developing the GA from the start," says Trevor van Wyk, *La La Land*'s build manager representing the owner. Involved in the project since the concept stage, the owner provided input on both functional and stylistic choices. The owner's heavy involvement explains why *La La Land* feels so personal. Although formally first of a series of boats, *La La Land* is highly customised and, says her owner, stands out from the rest of the boats in the series.

Much like a traditional expedition yacht, the superstructure volume is shifted forward, allowing for a generous aft section. "On the one hand, inspiration was drawn from the captivating world of explorer yachts, characterised by their strong and solid imagery. On the other hand, there is a more romantic and elegant spirit," says Zuccon. "It's a dialogue between the two souls. Bringing together two such distinct DNAs and merging them into a single product was a delicate exercise in proportions and equilibrium."

With softer lines and a less aggressive profile, the 44X-Space stands apart from Sanlorenzo's previous EXP explorer yacht models. And that is precisely the point. "The X-Space range aims to be a combination of the best characteristics taken from the Explorer and from our more sporty range of yachts, designed to meet the needs of owners in all conditions and seasons," says Tommaso Vincenzi, executive director of Sanlorenzo. "Part of our 44X-Space range, *La La Land* combines long-range cruising capabilities with vast open spaces and connected indoor and outdoor living areas, embodying the essence of the X-Space

>>





concept." So far, Sanlorenzo has sold six hulls of the 44X-Space – three have been delivered and three are under construction. There are two larger models in the range – one has been sold in the 45X-Space and two more for the 50X-Space.

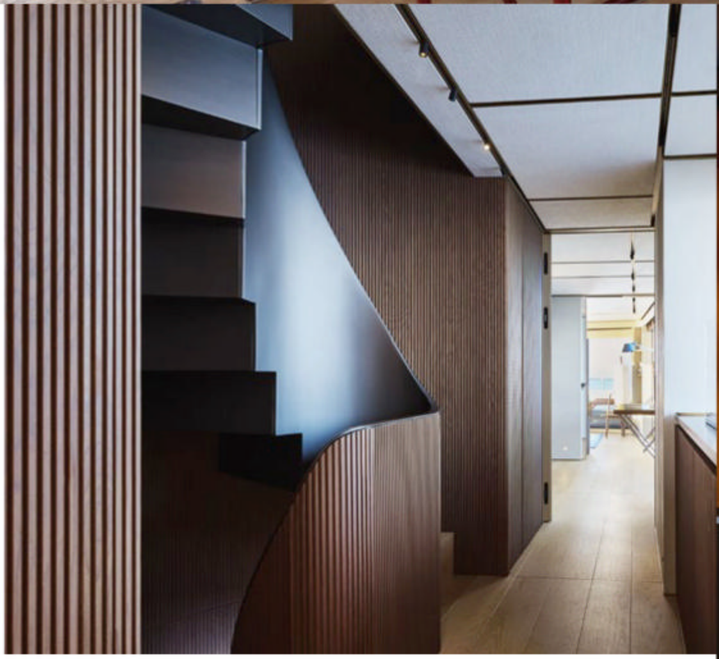
The design challenge of blending two worlds was compounded by having to fit in plenty of "big boat" amenities while still adhering to a volume of 499GT. "The greatest challenge was creating significant volumes and layout solutions typically found on larger yachts, without losing sight of the overall balance," says Zuccon. While he refers to layout solutions that might be typical of larger yachts – such as dedicating the upper deck entirely to the owner – the overall arrangement of *La La Land* is anything but typical.

You see, another magic trick on board *La La Land* is found in the layout, which is all at once open and flowing while also being extremely private. One of the ways the designers achieved this balance was by creating liminal spaces between different living areas. Two steps down from the aft deck, for instance, is the sunken aft cockpit. Shaded by the overhang of the upper deck above, it's purposefully set lower so the owner can enjoy a modicum of privacy while still feeling connected to guests on the aft deck. With a sofa, curved Verde Alpi marble dining table and a few loose chairs, the owner – and privacy-loving charter guests – can still enjoy a view of the waterline, but are tucked enough out of view to avoid the stares of passers-by. While step-free decks are all the rage in many modern yachts, this layout choice offers an alternative that fosters connection between the exterior and interior while putting privacy at the forefront. It also allows *La La Land* to keep a lower overall height, despite hosting five full-height decks above the waterline. A starboard-side cupboard in the cockpit, adorned in Verde Alpi marble, hides a bar and DJ booth set-up. The bar also holds the first of many ice makers installed on board. "One thing the owner learned from his previous yachts is that you don't want to be running out of ice, so you can never have too many ice makers," van Wyk says.

Top left: a sunken cockpit forward of the aft deck gives privacy and connects with the saloon (right and top right). A few steps down is the wellness area (above), which has two fold-down platforms, state-of-the-art gym equipment, a hammam and space for massages by the water's edge

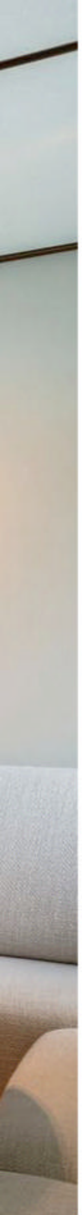
DEVOID OF AN INTERIOR DINING AREA, THE SALOON IS A TRUE LIVING ROOM

>>



PHOTOGRAPHY: XXXXXXXXXXXX

Forward on the main deck is a media lounge that morphs into a dining room. The vertical ribbed joinery that hugs the staircase is used as a detail throughout, such as hiding the bar in the lounge



“ONE REQUEST WAS TO CREATE A MULTIMEDIA DINING ROOM THAT COULD BE TRANSFORMED INTO A CINEMA”

The lower cockpit serves as a segue between indoors and out, and as an entry point to the sea-level wellness area, with its spa and gym, accessed via an internal staircase to port. When the aft doors are slid all the way open, the cockpit flows right into the main saloon via a flush-mounted floor. Devoid of an interior dining area, the saloon is a true living room, with three deep, white sofas inviting you to sit down and enjoy the views out of the floor-to-ceiling windows. Zuccon is practised at experimenting with asymmetrical layouts for Sanlorenzo, and there’s a nod to this on board *La La Land*. On the main deck, the superstructure is full beam to starboard, with exterior side decks only found on the port side. But the port-side bulwarks are made of glass to avoid disrupting views from inside the saloon.

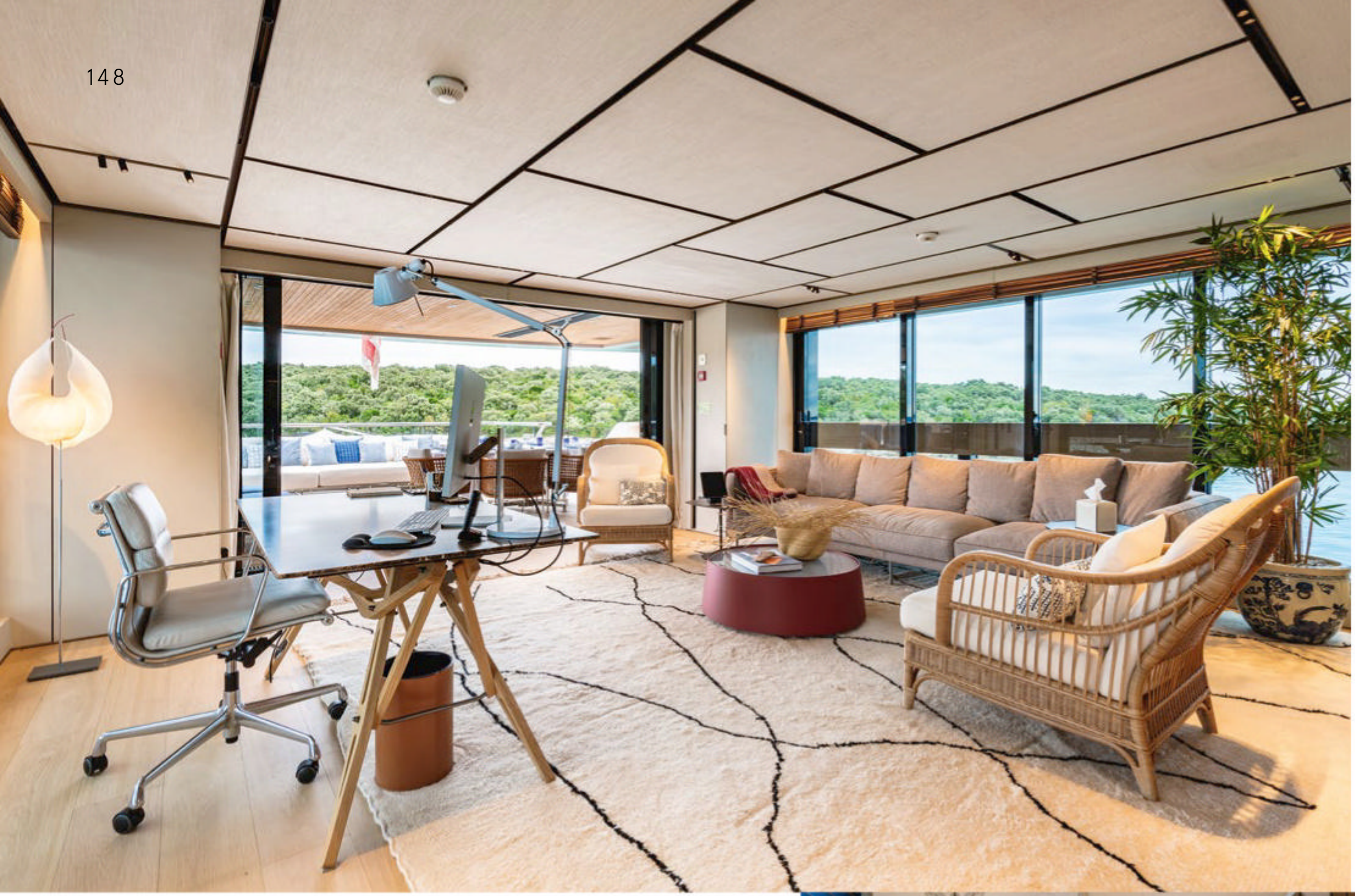
La La Land’s interiors are created by Lissoni & Partners, designed by Piero Lissoni and his team, including Stefano Castelli, Gaia Guarino, Federica Ravera, Pino Caliandro and Marco Gottardi. “Sanlorenzo proposed a selection of architects to the client, and the client chose us,” says project architect Castelli. “To date, this marks approximately the 10th collaboration with Sanlorenzo.” Rather than the owner coming to the design team with a specific brief for the interiors, Lissoni made a proposal with ideas for the layout and interior finishes, which was refined by working closely with the owner to customise the yacht to his wishes.

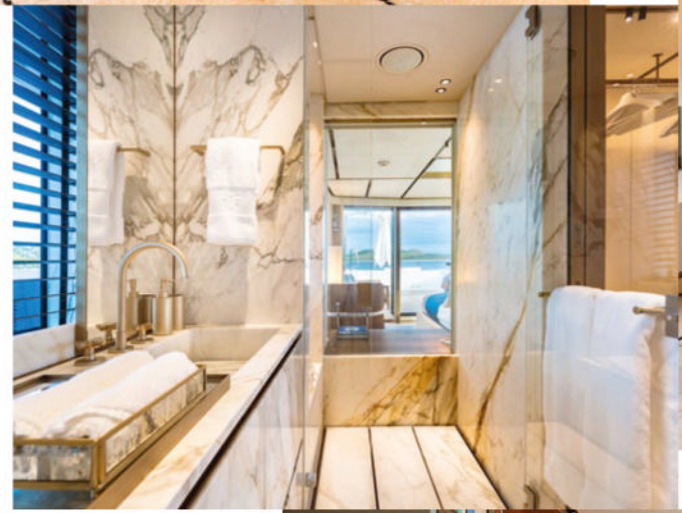
Much like the yacht’s exterior presenting a softer side to explorer yachts, there is a suitable softness to *La La Land*’s interiors. The walls are clad in off-white resin, and the ceilings are covered in off-white fabric. The mainly white colour palette is soothing, while the soft goods, glass vases and artworks showcase various shades of blue, conjuring up the idea of the sea beyond. With vertically planked wood floors and natural-fibre rugs, there is a sense of relaxed beach house, but brass details, smoked mirrors and rich marble also elevate the interiors.

“The beautiful thing about this project was having the chance to maintain all the functions and qualities of an explorer while creating a strong dialogue between what happens inside and what happens outside,” Castelli says. “We divided the rooms horizontally and designed large windows, thinking of it as a real floating villa.”

As the owner’s suite enjoys its own deck above, the space typically dedicated to accommodation

>>





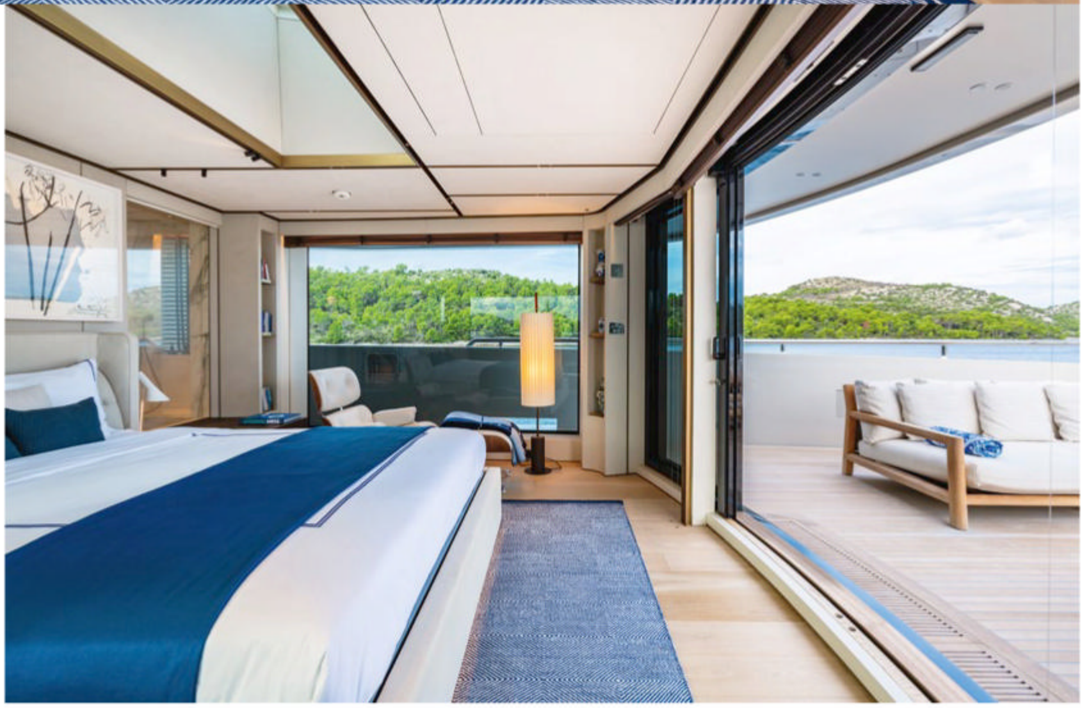
on the main deck is instead a lounge and cinema that can be used as a dining room in inclement weather. “One of the requests was to create a multimedia dining room that could be transformed into a cinema room,” says Castelli. The space, which features a hidden 98-inch television, also functions as a gaming room. An oblong black marble coffee table lifts to become a dining table, and the Lissoni team came up with a clever idea to have the back of the sofas move forward so guests can sit upright while dining. There is hidden storage found all over the boat, and the captain points out the storage compartments beneath the built-in sofas. A curved wall cloaked in vertical strips of wood at the entrance to the lounge slides open to reveal a backlit tangerine-toned onyx bar that’s home to another ice machine. This same finish of vertically cut joinery is used in details throughout the yacht, most notably wrapping around the walls of the elegantly contoured staircase.

But even when dining inside, there needed to be a connection with the outside, so the owner was keen for the windows in the forward lounge to be free of visible supporting frames to make them feel as large as possible. “He said ‘How much do I need to pay to get rid of this frame?’” says van Wyk. “The bond between the owner and Sanlorenzo was strong because he pushed the limits like this.” Sanlorenzo met the challenge head on. By building in extra supports in the exterior frame of the window, it was possible to do away with the mullions, creating unfettered views to the outside.

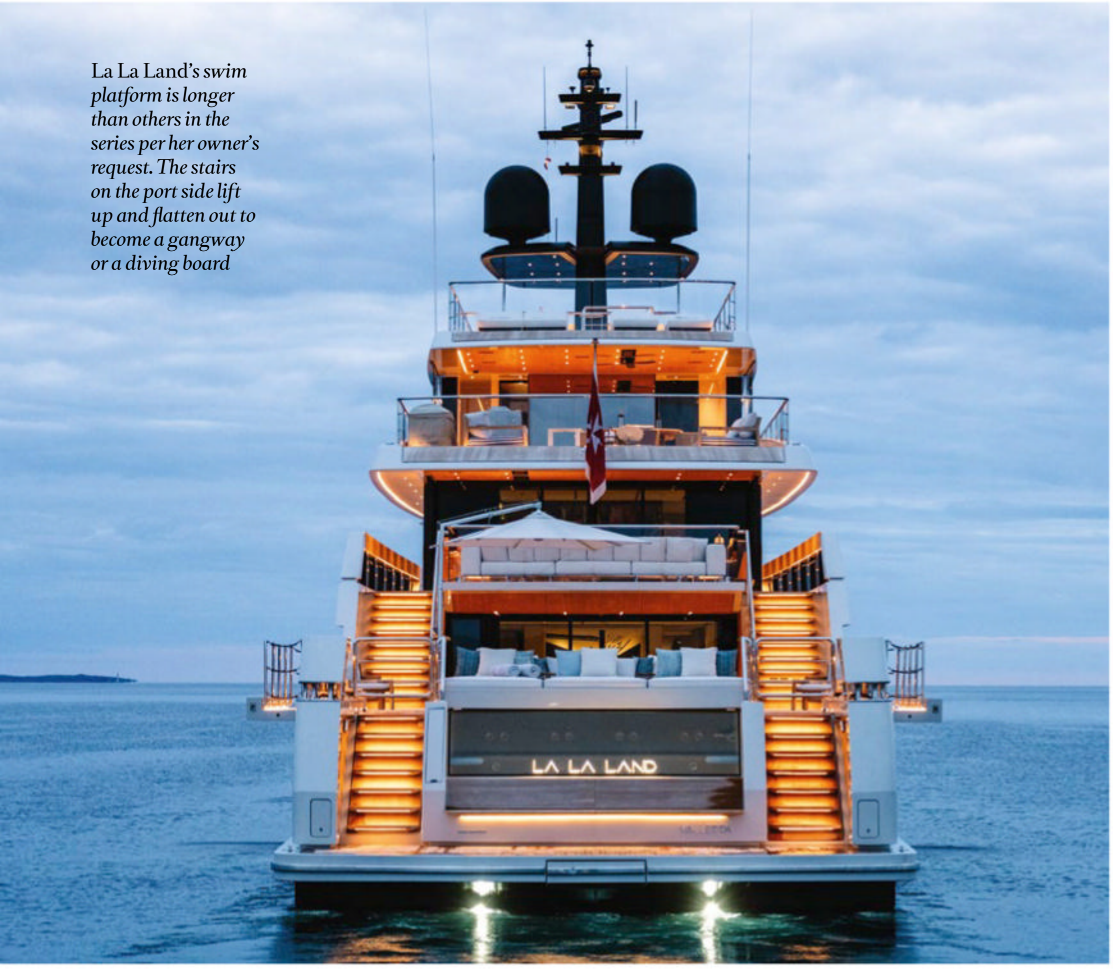
Removing the mullions on the long, rectangular windows in the lower-deck cabins couldn’t happen as it wouldn’t meet class approval. “The owner is a person who, when there is no solution, will find how to do it in the right way,” says van Wyk. Instead, the chunky mullions are covered in mirrors on three sides to make them less visible and reflect the sea outside. Two VIP and two twin cabins are found here. The same marble with different patterns is used in all of the en suite guest bathrooms to give a sense of continuity.

Conjuring up a residential feel, the expansive owner’s deck has a forward-facing bedroom with full-height windows leading out to the private foredeck pool. The upper-deck saloon (top) is a light-filled office for the owner

A CREATIVE LAYOUT PUTS A PRIORITY ON PRIVACY FOR HER VERY HANDS-ON OWNER



>>



La La Land's *swim platform is longer than others in the series per her owner's request. The stairs on the port side lift up and flatten out to become a gangway or a diving board*

Meeting the brief to give *La La Land* living spaces akin to that of a bigger boat, an owner's apartment takes over the upper deck. "Having a deck exclusively dedicated to the owner is a feature typically found on much larger yachts," says Zuccon. The upper saloon has been translated into a large office space and studio, which the captain says has been appreciated by charter guests who require a dedicated place to work. This space also allows owners or principal charterers to entertain guests within private quarters. Athwartships from the office is a walk-in wardrobe, which leads into the bathroom. This layout allows for the owner's bedroom to be set forward and enjoy uninterrupted views, with full-height sliding glass doors leading out to a private bow lounge with a hydro massage pool.

There is another nod to the desire for privacy: not only does the owner have the entire deck, but the private bow lounge can be used when the yacht is moored quayside without being seen from the dock below. This flush set-up was possible due to a significant effort made to hide anchor winches below on the main deck in the anchor area, as on larger superyachts. As there's a dedicated cinema on the main deck – along with the al fresco cinema set-up – the upper-deck lounge can be private for the owner as well. Glass doors slide open on three sides of the lounge to create an open-air living area.

"Considering the owner's full involvement throughout the entire creation process, since the very first sketch, the launch was a deeply emotional moment. As a designer, witnessing an owner's attachment to their project is a source of great satisfaction," says Zuccon. "*La La Land* perfectly embodies the concept of travel, which is the primary reason one chooses to navigate."

With a steel hull and a range of 4,000 nautical miles when cruising at 10 knots, travel she will. *La La Land* is available for charter with IYC, currently splitting her time between summers in the Med and winters in the Caribbean. But the owner's goal is to eventually work their way around the world.

Part explorer, part private party pad – this is a yacht that can do it all. "I like to define it as a 'multi-tasking' yacht, where spaces transform and areas can be interpreted and experienced in different ways," says Zuccon. Whether it's crossing an ocean or entertaining charter guests, *La La Land* rises to the occasion. ▪

GREEN INSIDE

Sanlorenzo has partnered with MAN engines to develop the first yacht with a bi-fuel green methanol propulsion system, which will appear on the 50X-Space yacht that's scheduled to be delivered in 2027. The yard has adapted the model's original design to make room for reconfigured diesel tanks that can accommodate methanol and a new distribution system. The yacht will be equipped with two high-speed, four-stroke MAN diesel engines and two four-stroke diesel generators designed by Nanni Industries, which will run on a methanol-diesel mix. Produced from renewable sources, green methanol will power 70 per cent of the propulsion and hotel loads.

"The use of alternative fuels, hybrid and battery technologies is a central part of our green transformation," says Mikael Lindner, head of MAN Engines. "We are pleased to be able to contribute further to the reduction of CO_2 emissions in this project with the methanol bi-fuel drive."

This initiative contributes to the yard's "Road to 2030" strategy, in which Sanlorenzo has pledged to surpass the sustainability targets set by the International Maritime Organisation (IMO) and the European Union. The 50X-Space will significantly exceed the IMO's 70 per cent greenhouse gas reduction target for 2040 and the EU's 55 per cent reduction target.

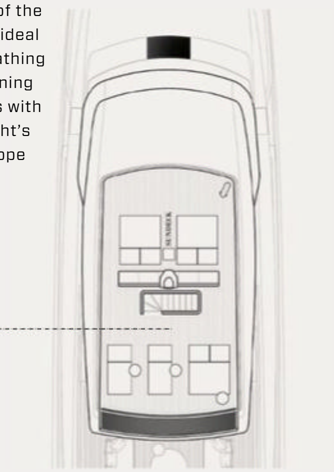
This isn't Sanlorenzo's first foray into alternative fuels. It recently launched *Almax* with a methanol fuel cell system that powers the hotel load. The 50X-Space's propulsion system will make use of a methanol-diesel fuel mix rather than converting methanol into electricity via fuel cell technology.

La La Land

Sanlorenzo

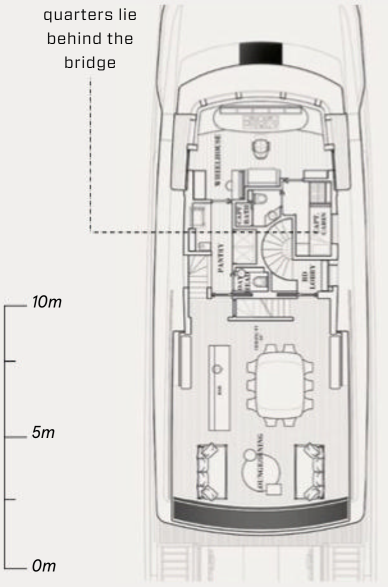
Sundeck

The top of the yacht is ideal for sunbathing or scanning the skies with the yacht's telescope



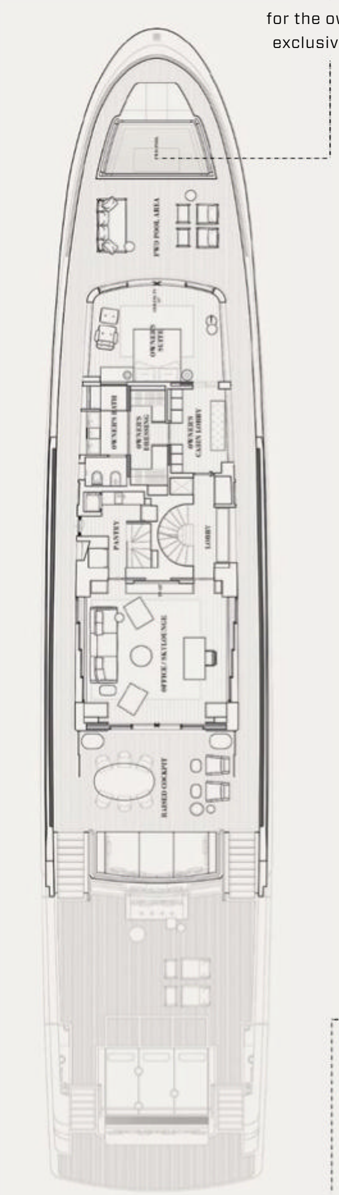
Bridge deck

The captain's quarters lie behind the bridge


WHEELHOUSE
CAPT. CABIN
PANTRY
LOBBY
LOUNGE/DINING
10m
5m
0m

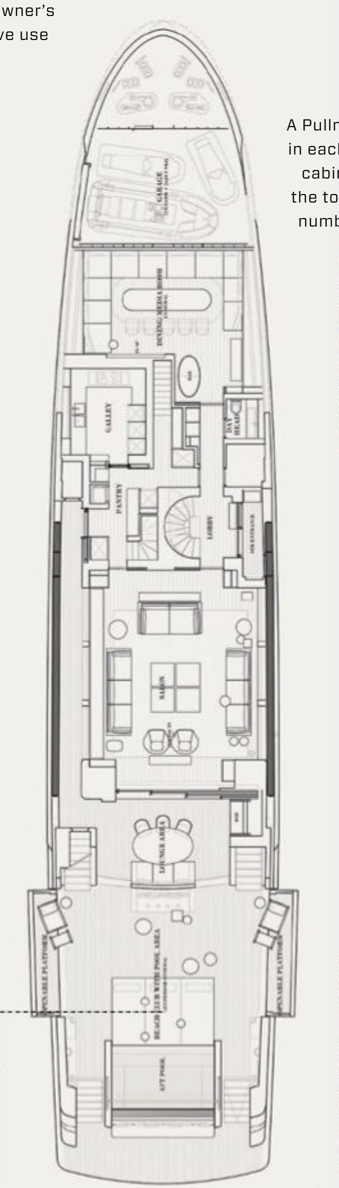
Upper deck

A second pool is for the owner's exclusive use


FWD POOL AREA
OWNER'S SUITE
OWNER'S BATH
OWNER'S DRESSING
OWNER'S CABIN LOBBY
PANTRY
LOBBY
OFFICE / SKYLOUNGE
RAISED COCKPIT

Main deck

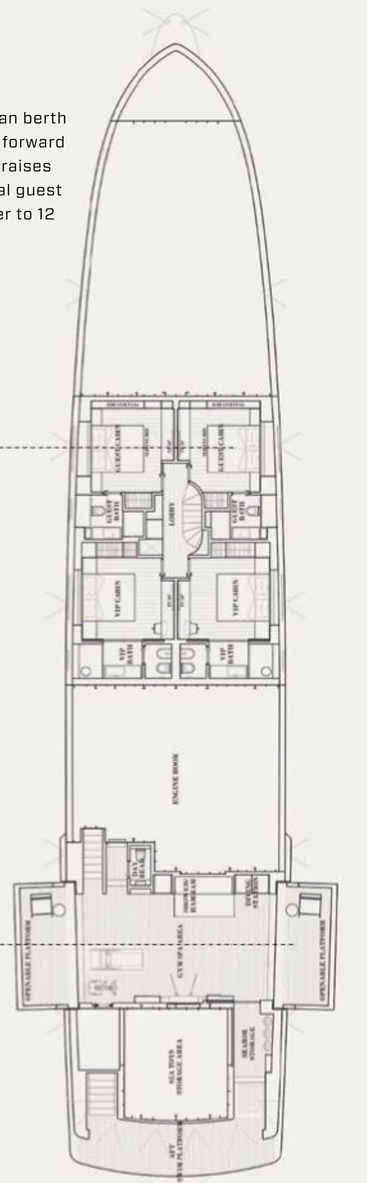
Seating slides back to cover the pool when needed


GARAGE
DINING/MEDIA ROOM
GALLEY
PANTRY
LOBBY
DAY HEAD
SALON
LOUNGE AREA
OPENABLE PLATFORM
BEACH CLUB WITH POOL AREA
AFT POOL
OPENABLE PLATFORM

Lower deck

A Pullman berth in each forward cabin raises the total guest number to 12

Platforms open up the gym to the sea


GUEST CABIN
GUEST CABIN
GUEST BATH
GUEST BATH
LOBBY
VIP CABIN
VIP CABIN
VIP BATH
VIP BATH
ENGINE ROOM
DAY HEAD
SHOWER/HAMMAM
GYM/SPA AREA
OPENABLE PLATFORM
OPENABLE PLATFORM
SEABOB STORAGE
SEA TOYS STORAGE AREA
AFT SWIM PLATFORM

LOA 44.27m

LWL 41.8m

Beam 8.43m

Draught 2.85m

Gross tonnage
499GT

Engines
2 x Caterpillar C32 ACERT

Generators
Caterpillar C 7.1

Stabilisers
Naiad 525

Speed (max/cruise)
15/12.5 knots

Range at 10 knots
4,000nm

Fuel capacity
54,000 litres

Freshwater capacity
12,000 litres

Tenders
Cormate 23; custom rescue SV-480

Owners/guests 12

Crew 9

Construction
Steel hull; aluminium superstructure

Classification
ABS

Naval architecture
Sanlorenzo

Exterior design
Zuccon International Project

Interior design
Lissoni & Partners

Builder/year
Sanlorenzo/2023
Viareggio, Italy

+39 0584 38071
welcome@sanlorenzoyacht.com
sanlorenzoyacht.com

For charter iyc.com

FISHKARDO

A SEA FEAST

DISCOVER FISHKARDO

A SEAFOOD RESTAURANT IN THE HEART OF FISKARDO

A SEA FEAST

Fiskardo, a fine dining restaurant, invites you to indulge in a memorable culinary journey. Our chefs craft dishes using freshly-caught seafood and the finest ingredients, offering a true taste of the seaside. Every plate reflects the creativity and expertise of our executive chefs, ensuring a dining experience like no other.

FIS(H)KARDO BAY

Experience the perfect combination of fine dining and breathtaking views at our seaside location. The enchanting ambiance of Fiskardo Bay promises an unforgettable dinner under the stars.

FISHKARDO.GR

Voyage

Inspiring your next adventure

Best by Boat

Lucy Dunn discovers a tranquil escape on the northernmost emirate of the UAE

Anantara's Mina Al Arab Resort in Ras Al Khaimah opened only a year ago yet it's already a hot ticket among those in the know: a fact very much evidenced by the crowd of grandees who swept in by helicopter and took over the hotel's signature Mekong restaurant while we were there.

Ras Al Khaimah (RAK) is a place you'd least expect to find a buzzworthy resort. The northernmost emirate of the UAE, it offers a tranquil contrast to its glitzy neighbour Dubai and it is already a firm favourite among staycationing Emiratis – though international tourists are yet to discover it. The resort is one of a kind, not least because the 174-key hotel is the only one in the emirate to offer Maldivian-inspired overwater villas. Nestled on a private peninsula, with views over the Persian Gulf and Hajar Mountains, these bungalows wind their way through the resort's star attraction – a natural mangrove sanctuary. The lagoon the villas sit on is tidal, and at certain times of the day it turns into serene salt flats, home to hundreds of pink flamingos and the occasional dugong.

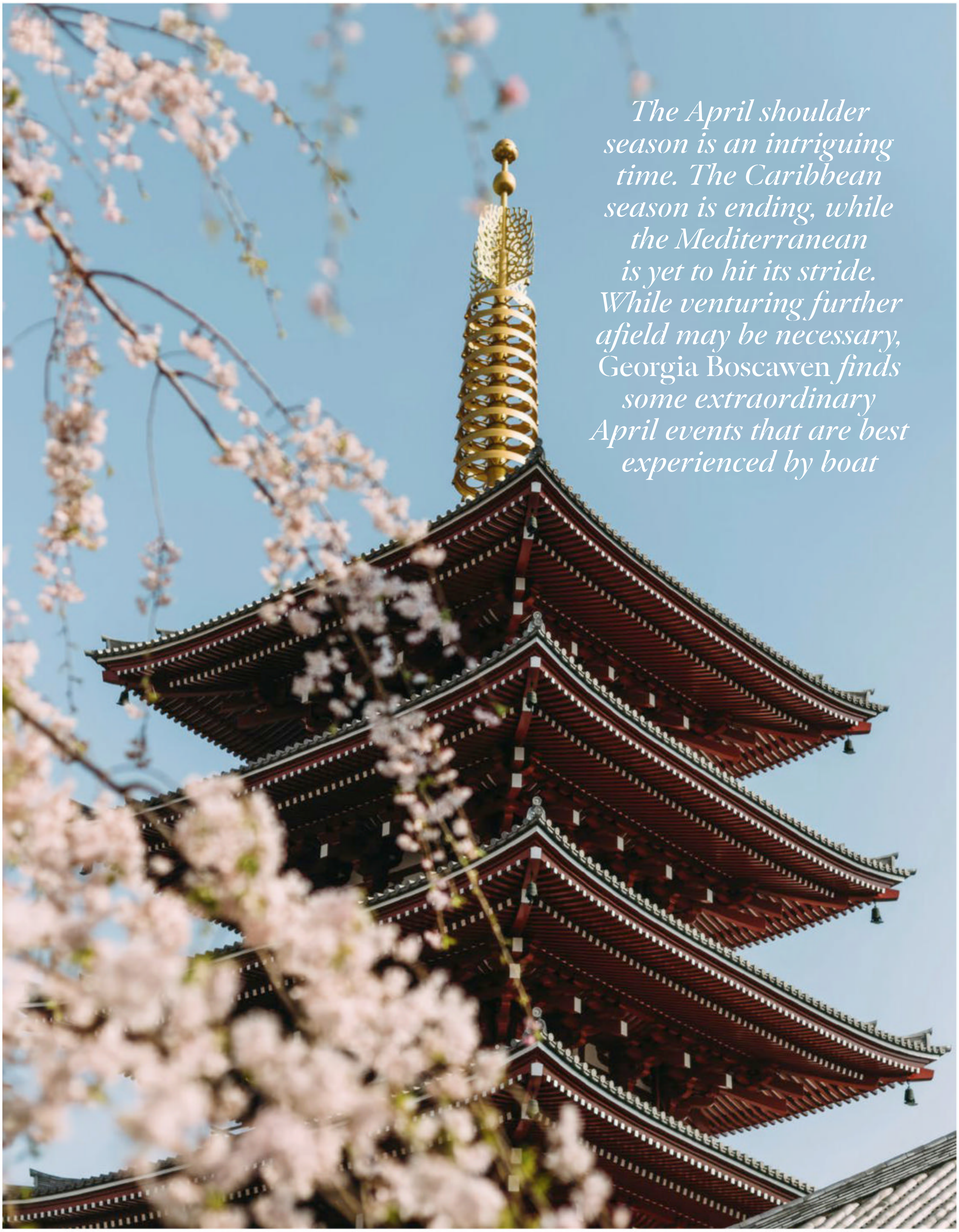
Getting to Anantara Mina Al Arab by yacht is easy: the superyacht-friendly Lagoon Marina is situated five minutes' drive away and there is a 10-minute water taxi or a buggy service. The resort is the perfect pit stop after a cruise up the sedate Persian Gulf, and if you've had your fill of flopping, it offers adrenaline-tapping experiences, such as hiking up the UAE's highest mountain Jebel Jais or plunging into the valley on the world's longest zipline.

But whether it's soaking up some local culture with a visit to a pearl farm or hot-air ballooning for a bird's-eye view of mesmerising dunes, RAK is a hidden gem worth keeping to yourself for as long as you possibly can. *anantara.com*

PHOTOGRAPHY: VICTOR ROMERO/ANANTARA MINA AL ARAB RAS AL KHAIMAH RESORT

April ushers in natural wonders across the globe from Norway (below) to Japan (right)

Don't shrug the shoulder!

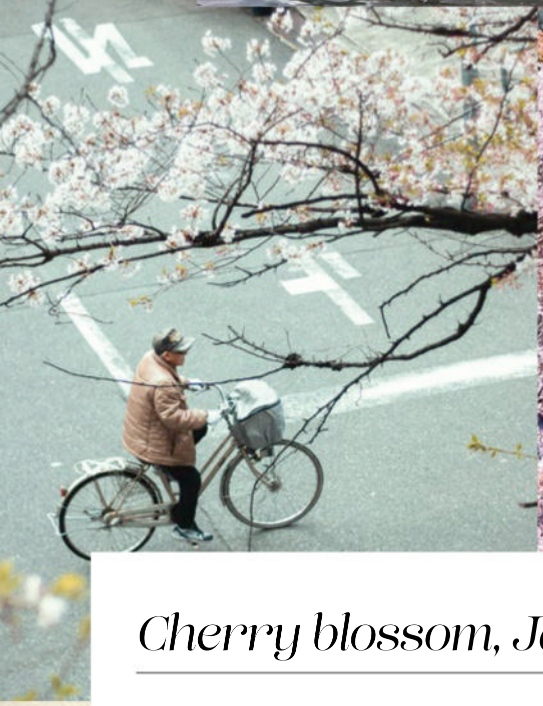


The April shoulder season is an intriguing time. The Caribbean season is ending, while the Mediterranean is yet to hit its stride. While venturing further afield may be necessary, Georgia Boscawen *finds some extraordinary April events that are best experienced by boat*

PHOTOGRAPHY: GUILLAUME BRIARD ON UNSPLASH; LAURA THONNE ON UNSPLASH; LIAM BURNETT-BLUE ON UNSPLASH

>>

Below: near Osaka Bay, Mount Yoshino is covered in thousands of cherry blossom trees



Cherry blossom, Japan

As March draws to a close, Japan begins to transform into an enchanting realm of blush and white, with the arrival of the country's legendary cherry blossom season. In the first two weeks of April the season reaches its peak, as cherry blossom spills across the country – making it one of the best times to visit. The nationwide bloom is closely monitored with an official cherry blossom forecast by the Japan Meteorological Corporation, which this year predicts that the season will begin in Tokyo on 24 March, with full bloom taking place on 31 March. Elsewhere on the southern coast, the Osaka blossoms will begin on 28 March and come into full bloom on 4 April.

Viewing cherry blossoms in Japan is a ceremonial activity referred to as *Hanami*. It is customary to take a picnic and dine beneath the dense blush canopies and walk dedicated cherry blossom trails. For best access, superyachts should explore the south coast of Japan in the first week of April and head to Osaka Bay, a vast natural cove more than 30 kilometres wide where guests will have good proximity to Osaka, Nara and Kyoto. Here, Mount Yoshino is surrounded by more than 30,000 white cherry trees, while the white Himeji Castle has 1,000 pink cherry trees to see as well as a night viewing festival.

Japan's mid-western coast around Kanazawa city comes alive with pink petals a few days after the south coast with full bloom predicted on 8 April. Visiting superyachts can dock in Kanazawa Port and guests can explore the city in full bloom. The Kenrokuen Garden is one of the most famous spots in the country for cherry blossom and has several varieties of trees in bloom and a famous bridge view called Hanami-bashi.

> It is customary to take a picnic and dine beneath the dense blush canopies and walk dedicated cherry blossom trails

PHOTOGRAPHY: REDD FRANCISCO ON UNSPLASH; LAURA THONNE ON UNSPLASH; ADOBE STOCK; YU KATO ON UNSPLASH; ZHAOLI JIN ON UNSPLASH; COURTESY OF THE CREW; GETTY IMAGES; STEVE TURNEY

Turtle hatchlings, Galápagos Islands

Cast out in the Pacific Ocean, 560 nautical miles off the coast of Ecuador, the Galápagos Islands are a hive of natural activity all year round, but things become particularly exciting at the end of the rainy season in April. The endangered Galápagos green turtle nests and lays its eggs between December and March, which means that April is prime hatching season. During this time, tiny turtles clamber down the beach to make it to the sea under the cover of darkness, avoiding frigate birds and mockingbirds, their natural predators.

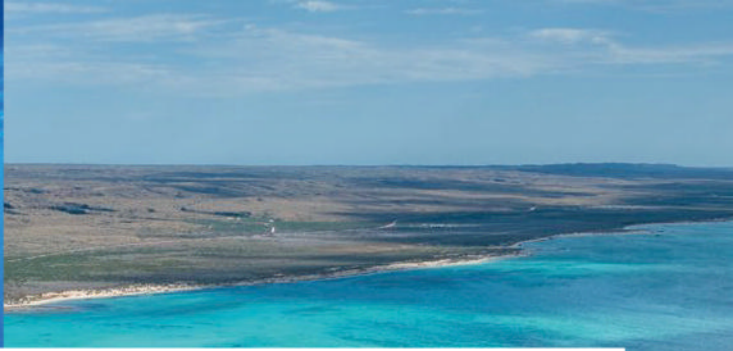
Celebrated for its abundant wildlife, this archipelago spans the equator in the Pacific Ocean and is recognised as a UNESCO World Heritage Site. In April, the beaches are often populated with playful sea lion cubs and red ghost crabs, while the surrounding waters offer crystal-clear visibility, making it the perfect time for diving and snorkelling. April also marks the hatching season for the endemic land iguana and the conclusion of the hatching season for the Galápagos's most famous resident, the giant tortoise.

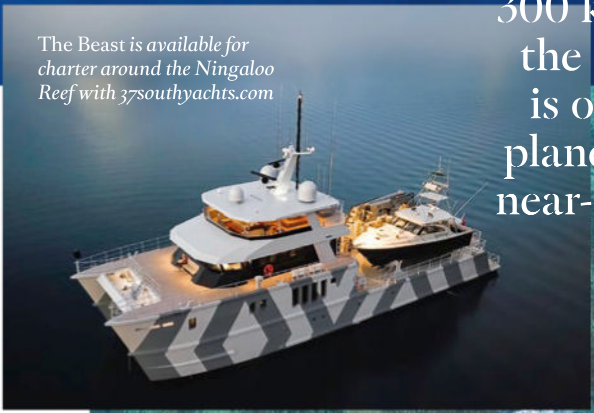
The best way to explore the volcanic archipelago is by boat, and visiting superyachts can explore with the help of local guides. While there are restrictions in the name of conservation, with Autógrafo (entry permits) required, several charter yachts are available here. Turtle hatchings can be seen at night but viewings are best arranged with a local guide who will detect which of the many beaches will most likely come alive with tiny turtles.

Above: Teleost *is available for charter in the Galápagos with superyachtsmonaco.com*

Left: Far Niente *is available for charter in Japan with classic-charters.com*

>>





The Beast is available for charter around the Ningaloo Reef with 37southyachts.com

Extending for 300 kilometres, the Ningaloo is one of the planet's largest near-shore reefs

Whale sharks, Ningaloo Reef, Australia

Located 650 nautical miles north of Perth, the Ningaloo Reef on Australia's west coast boasts one of the largest gatherings of whale sharks in the world. April heralds the peak season, with up to 400 of the majestic creatures gracing these waters. The first whale sharks tend to make their appearance along the Ningaloo Reef in the final days of March and continue feeding here until June. Despite their immense size (the largest recorded is 18 metres), whale sharks pose no threat to humans. Visitors can swim alongside the gentle giants, their huge mouths agape to feed on the spawning reef. To maximise the chances of encountering the whale sharks of Ningaloo, visitors are advised to seek the expertise of local guides and spotters.

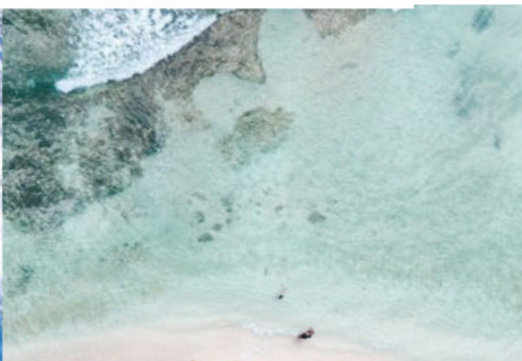
Extending for 300 kilometres and part of a marine reserve, the Ningaloo is one of the planet's largest near-shore reefs. In 2011, the mesmerising biodiversity earned it a spot on the UNESCO World Heritage list. The reef is also home to manta rays, dugongs, orcas, sharks, turtles and large fish such as tuna and billfish. Superyachts can enter and explore the reserve with the correct permits.

PHOTOGRAPHY: GETTY IMAGES; ETHAN DANIELS/ALAMY STOCK PHOTO; CHRISTOPHER SCHOLEY; BREED MEDIA FOR FRASER YACHTS

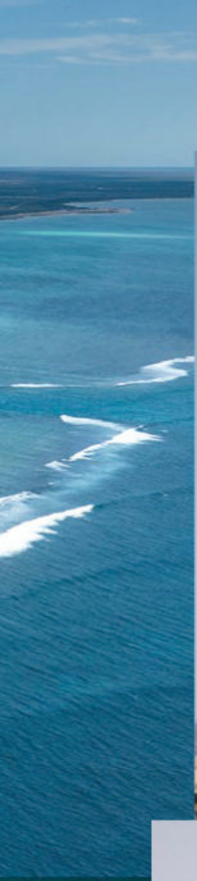
Humpback whales, Dominican Republic

The Dominican Republic is a hotspot for humpback whales. Every year thousands of the huge mammals congregate in the Caribbean waters surrounding the island to feed and breed before continuing their migratory patterns around the globe. Mothers and their calves stay in the warmer Dominican Republic waters until early April before venturing into the Atlantic Ocean's chill. This makes the month of April an excellent time for whale watching.

During this season, the waters surrounding Punta Cana on the island's east coast offer some of the finest opportunities to observe humpback whales. This time of year is also mating season, so the magnificent creatures are even more active and lively. Visitors by boat can cruise west along the northern coast to Samaná Bay, a humpback hotspot, and to Silver Bank (Banco de la Plata), a humpback breeding ground 50 nautical miles north of the Dominican Republic.



Wheels is available for charter in the Dominican Republic with fraseryachts.com



The island of Lovund becomes the stage for a breathtaking natural spectacle as enormous whirls of puffins make their grand entrance

Left: Norway is home to about 30 per cent of the world's Atlantic puffin population

Below: Sherakhan *is available for charter in Norway with* y.co

Lundkommer's Day, Lovund, Norway

The arrival of spring is a special time in Norway, heralding a season of celebration and transformation after the long, dark winter months. As April unfolds, it ushers in milder temperatures and, in northern Norway, marks the beginning of the Midnight Sun, when daylight stretches uninterrupted until August. Among the many marvels of this season is the mesmerising event known as Lundkommer's Day, or "the puffins are coming day", celebrated annually on 14 April. The island of Lovund becomes the stage for a breathtaking natural spectacle as enormous whirls of puffins make their grand entrance.

Occurring almost always on the same day each year, these small seabirds return in the thousands on Lundkommer's Day, putting on aerial displays in synchronised formations. Over the summer up to 300,000 puffins will nest on the tiny island of Lovund, which is crowned by the majestic 623-metre Lovundfjellet mountain. Lundkommer's Day is a celebration of spring and transforms the island from a quiet speck in the ocean into a bustling avian haven for the summer.

Located approximately 15 nautical miles off Norway's serrated coast with its magnificent fjord system, Lovund has endless options for superyachts. Those who want to experience Lundkommer's Day by boat can simply drop anchor off the small island and watch the great swarms of puffins return to the island. ■

MY MALKIA

Length: **29.60 mt**
Years (built/refit): **2020**
Builder: **Sanlorenzo**
Price: **88.000 eur + VAT**

Guests: **8+**
Cabins: **10**
Crew: **5**
Broker: **Isabella Moncada**

Charter First, Buy Smart

moncadayb.com | charter@moncadayb.com | +34 971 684 055

MYBA CORPORATE

MY PEMBE

Length: **26 mt**
Years (built/refit): **2018**
Builder: **Sanlorenzo**
Price: **64.000 eur + VAT**

Guests: **8+**
Cabins: **4**
Crew: **3**
Broker: **Aloisa Moncada**

MONCADA 1963

VOYAGE NEWS

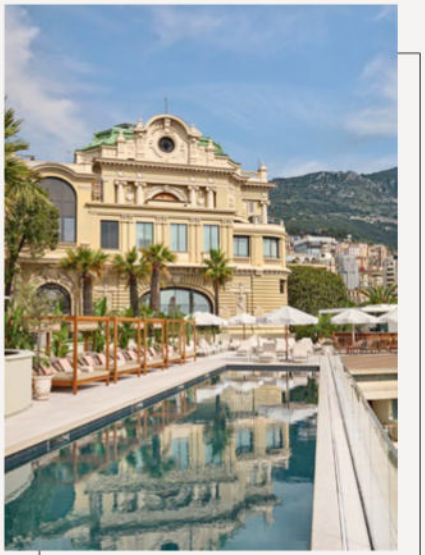
The latest must-have accessories, remote getaways and top travel tips

Suit up for take-off

Savile Row style takes to the skies as Hackett London and Carl Friedrik's limited-edition luggage collab expands to include a navy and green cabin case, the Carry-on X. This 43-litre wheelie bag (*pictured right*) has an integrated front pocket and is built with a hard-wearing aluminium frame and polycarbonate shell. *£465, carlfriedrik.com*

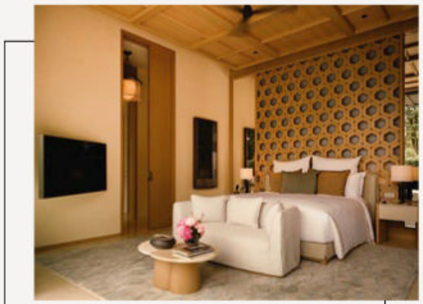
Wave of change

Groundtruth has partnered with PADI to transform the traditional dry bag into a stylish series of submersible backpacks, totes and cross-body pouches called UNDA (Latin for wave). Crafted from 100 per cent recycled materials, including fishing nets and plastic bottles, they're helping the planet, too. *groundtruth.global*



A plush pit stop

The oceanfront hotel Fairmont Monte-Carlo has reopened its doors following an all-encompassing refurb. Situated on the Formula 1 circuit a stone's throw from Casino Square, the hotel celebrates its 50th anniversary with updated rooms and suites, new guest areas and renovated restaurants. *fairmont.com*



Villa thriller

Singapore has welcomed its first all-villa hotel on Sentosa Island. Having opened its doors on 1 March, Raffles Sentosa Singapore sits on a grassy hilltop surrounded by manicured gardens overlooking the South China Sea. Offering 62 keys, the hotel opens with five restaurants. *raffles.com*

Island life

JW Marriott has opened its second resort in the Maldives. Located just 15 minutes by boat from the airport, the new Kaafu Atoll Island Resort has 80 villas with private pools, six restaurants and a large spa on the powder-white sands. *marriott.com*

Exclusively online

Looking for something new? Discover the finest hotels opening their doors this year: *boatinternational.com/destinations*

PHOTOGRAPHY: JACK HARE; JW MARRIOTT KAAFU ATOLL ISLAND RESORT; FAIRMONT MONTE CARLO; RAFFLES SENTOSA SINGAPORE

Diners can enjoy The Rock's fare as they gaze over Freshwater Bay on the southwest shore

Chef's Secrets

Steve Harris of The Rock at the Albion Hotel tells *Risa Merl* why the Isle of Wight is a culinary hotspot

With 20 years in the industry, chef Steve Harris has worked at some of the finest UK restaurants on and off the Isle of Wight, including the Michelin-starred Lords of the Manor in the Cotswolds. He now helms The Rock at the newly reopened Albion Hotel, which is fresh off a £6 million refurbishment. With a passion for fresh ingredients and extensive knowledge of the island's local suppliers, he invigorates Isle of Wight dining with a farm- and sea-to-table menu.

Favourite fine-dining on the Isle of Wight?

Smoking Lobster in Cowes, headed up by my friend and ex-chef Jake Storey. I love it for its high-end fusion cuisine, showcasing the freshest seafood and bold, creative flavours. The best dish must be their lobster brioche – it's unbeatable. The atmosphere is stylish yet relaxed, making it perfect for a special meal. The fish is sourced directly from the port, which is just 100 metres from the restaurant. And nothing beats The Rock for its uninterrupted waterfront views of the waves lapping at the towering rock formations in Freshwater Bay.

How does the Isle of Wight influence your menu?

Through its abundance of great local products – from fresh seafood to seasonal produce. A quintessential ingredient from the Isle of Wight is locally grown garlic, especially from The Garlic Farm. We use it for garlic-infused lamb or even a garlic butter seafood dish; both showcase the island's unique flavours.

Best spot for a picnic on the coast?

There's a little secluded beach in Bembridge where my wife and I love to take the kids. It is special because it's quiet and not well-known and the kids can run wild. It's a place full of happy memories for us – watching the kids play while enjoying the peaceful surroundings. I'd pack local cheese, fresh bread and Isle of Wight tomatoes, all sourced from the Farmer Jack's farm shop nearby. *albionhotel.co.uk*

Fresh farm and sea ingredients make up the menu at The Rock at the Albion Hotel

PHOTOGRAPHY: ALBION; CAPE GRACE

Sea Spa

Cape Grace, Cape Town, South Africa

Where is it?

Cape Grace is set on a private quay on Cape Town's V&A Waterfront alongside the Zeitz Museum of Contemporary Art Africa. It opened almost three decades ago, but relaunched in 2024 as a Fairmont-managed hotel after a revamp by interior design studio 1508 London.

Why the hype?

African influences are everywhere, from the curated art collection to the Heirloom restaurant, where everyday ingredients are elevated in dishes such as grilled tiger prawns with umqombothi (a traditional beer). The intimate spa has a new home upstairs from the outdoor pool, and there's a steam room, sauna and experience shower with invigorating jets.

What to have?

Treatments range from Esse skincare facials to anti-ageing QMS Medicosmetics collagen resets. For a full-body therapy, opt for the signature Tranquillity massage with personalised cupping and a warm salt scrub and mud wrap. From the heated bed to being tucked under a light duvet after the scrub, the experience feels deeply cocooning.

Best by boat

Those arriving by yacht can do so directly via the V&A Waterfront, which can accommodate yachts up to 168 metres. *capegrace.com*

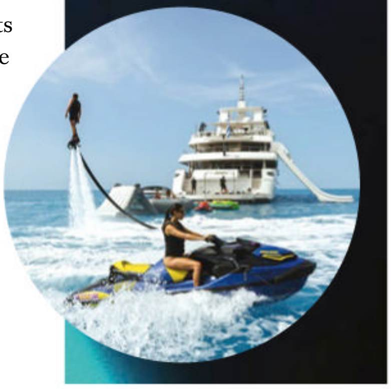
Grand tour

It's summer all year round on board 82-metre *Emir*. Captain Christos Metallinos invites you to explore a range of possible charter destinations, each offering a glimpse into some of the world's most idyllic locations

Clockwise from top right: dramatic architecture in the UAE; paradise in Beau Vallon; having fun with Emir's *toys; the inimitable white sands of Cocoa Island*

December to April: Cocoa Island, Maldives

Many of the most beautiful spots this idyllic archipelago offers are only accessible by yacht, so let *Emir* be your sanctuary as you cruise this Indian Ocean paradise with its turquoise waters and coral reefs teeming with kaleidoscopic marine life. Explore the yacht's toy box, unwind in the spa pool and savour the tranquillity of this paradisical location.



October to May: Dubai, UAE

Emir will arrive in the vibrant city of Dubai, where modernity meets tradition. With hundreds of restaurants peppered along the beach, a wealth of art galleries and some of the world's best shopping, Dubai is a feast for the senses. See the city's splendour from the marina at night, where illuminated skyscrapers tower hundreds of metres over the yacht. *Emir*'s crew will show you the hidden delights of this vibrant metropolis and the opulence of the Gulf region.

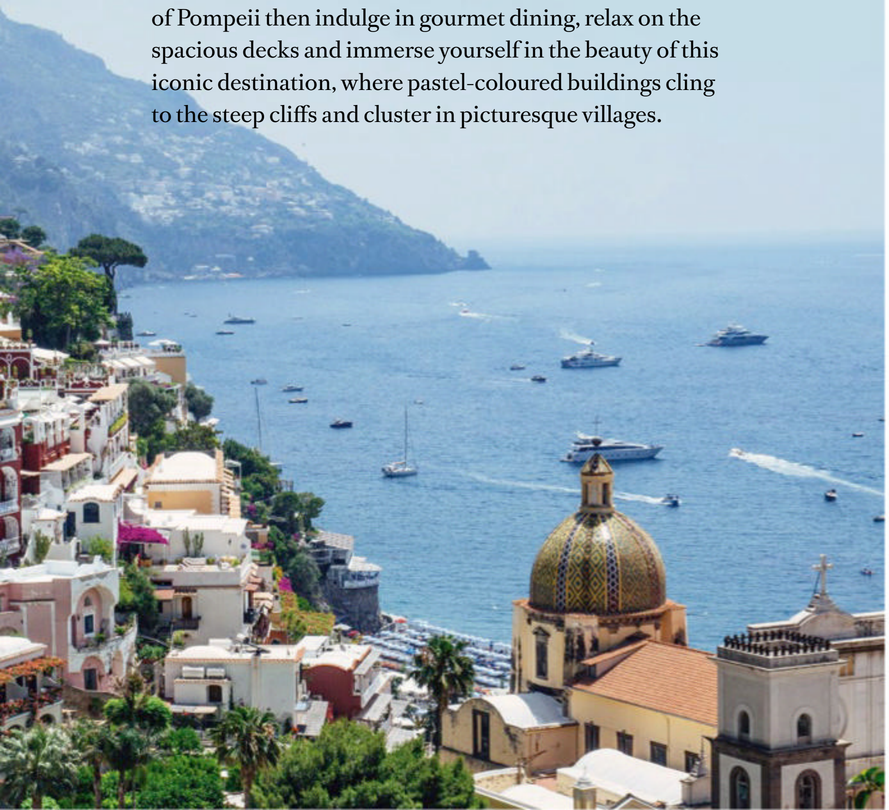
April to November: Mahé, Seychelles

An archipelago of 155 islands in the Indian Ocean, the Seychelles are an Eden of lush landscapes and pristine beaches. Cruise to Beau Vallon, one of the area's most desirable destinations, and allow *Emir*'s attentive crew to create a seamless blend of relaxation and adventure on the warm and glassy waters. Magical beach set-ups are very much on the agenda here, as well as watersports and fine dining.

PHOTOGRAPHY: UNSPLASH; BLUEIPROD: GETTY IMAGES; RYAN SPENCER ON UNSPLASH; SHIFAAZ SHAMOON ON UNSPLASH; JANIS BETINS ON UNSPLASH; ALESSIO BACHETTI ON UNSPLASH; CHRISTOPH SCHULZ ON UNSPLASH; DATINGSCOUT ON UNSPLASH.JPG

April to October: Santorini, Greece

Start the summer on the enchanting Greek island of Santorini, known for its charming whitewashed buildings and breathtaking sunsets. Head to shore and partake in a 10-kilometre hike from Fira to Oia before tucking in to local cuisine at one of the island's many clifftop tavernas. Make the most of the Aegean with *Emir*'s toybox, enjoying one of the most beautiful islands of the Cyclades away from the crowds in blissful isolation offshore.



May to August: Salerno, Italy

Take time to explore Italy's beautiful Amalfi Coast, where stunning cliffs and crystal-clear waters set the stage for an unforgettable experience aboard *Emir*. Visit the ancient city of Pompeii then indulge in gourmet dining, relax on the spacious decks and immerse yourself in the beauty of this iconic destination, where pastel-coloured buildings cling to the steep cliffs and cluster in picturesque villages.

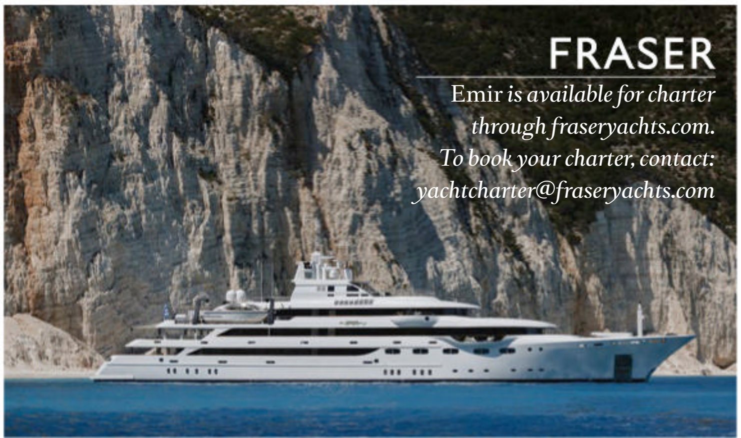
Clockwise, from left: wide blue views in Santorini; the dramatic cliffs of Positano; diving in the Red Sea; getting close to the water on Emir*; pretty Positano is one of the many Amalfi Coast delights*

April to October: Positano, Italy

Continue your tour of the Amalfi Coast by heading to the shore and visiting the breathtaking Villa Cimbrone Gardens. Perched high on the cliffs in nearby Ravello, they are considered to be among the world's most beautiful. While anchored near this remarkable setting, spend the days lounging on *Emir*'s spacious decks, sipping cocktails in the Italian sun and revelling in la dolce vita.

October to April: Sharm el-Sheikh, Egypt

As the Mediterranean season draws to a close, *Emir* sets its course to new horizons. The tranquil Indian Ocean waters and the mystical Red Sea become sanctuaries of perpetual summer, promising a seamless transition from one paradise to another. Snorkel in vibrant coral reefs, relax in the yacht's spa room and relish the cultural richness of this region.

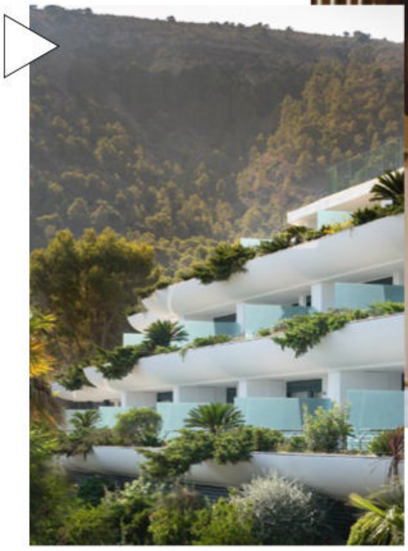


FRASER

Emir is available for charter through fraseryachts.com. To book your charter, contact: yachtcharter@fraseryachts.com

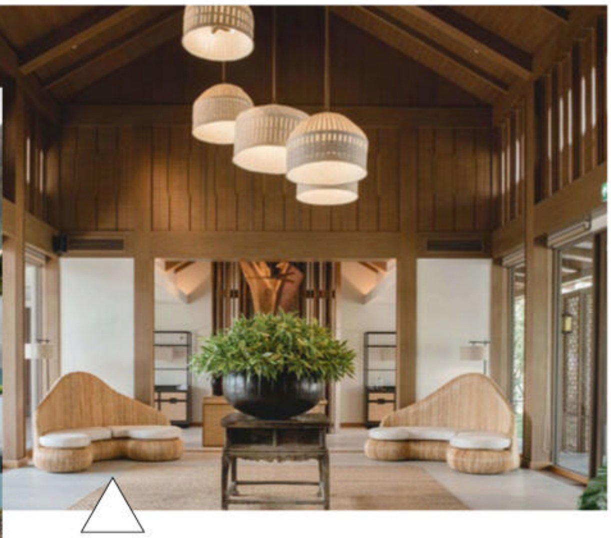
Voyage Edit

Coastal wellness resorts



SHA WELLNESS CLINIC, ALICANTE, SPAIN

Employing a blend of scientific and natural medicine, the SHA Wellness Clinic is a coastal sanctuary offering transformative experiences designed to help achieve and sustain an optimal state of health. With a focus on nine pillars of well-being, including nutrition, cognitive stimulation and emotional health, the clinic fosters the development of healthy habits and provides body resets for long-lasting results. *shawellness.com*



RAKXA INTEGRATIVE WELLNESS, THAILAND

Situated on the lush island of Bang Krachao, near Bangkok, RAKxa is an all-encompassing wellness and medical retreat that assists guests in achieving a balance between body, mind and lifestyle. It combines integrative diagnostics and solutions across a variety of areas, from weight management to hormonal rebalance. *rakxawellness.com*

LANSERHOF SYLT, GERMANY

With an exceptional reputation within the luxury wellness sector, Lanserhof Sylt is a longevity clinic dedicated to preventative health, regeneration and body optimisation. Nestled amidst the dunes of the Wadden Sea, this intensive medical retreat offers programmes centred on longevity, fasting and stress resilience. *lanserhof.com*

ZEM WELLNESS CLINIC, ALTEA, SPAIN

Zem Wellness made its debut early this year on the Spanish coastline at Altea. Embracing state-of-the-art medical technology, the ZEM Clinic offers an impressive array of services with 25 specialities and 32 medical practices, including comprehensive body scans, tailored nutrition plans and cognitive diagnostics. Guests can choose between programmes ranging from a three-night Essential Programme to customised stays of between seven and 21 nights. *zemaltea.com*

PHOTOGRAPHY: ZEM WELLNESS CLINIC ALTEA; COURTESY OF SHA; ALEXANDER HAIDEN; ADOBE STOCK; COURTESY OF RAKXA

By Georgia Boscawen

BOATHOUSE
AUCTIONS

Has Your Broker Mentioned
Yacht Auctions?

SOLD
SOLD
SOLD
SOLD
SOLD
SOLD
SOLD
SOLD
SOLD
SOLD
SOLD
SOLD
SOLD
SOLD
SOLD
SOLD
SOLD
SOLD
SOLD
SOLD

SET A RESERVE. SELL IN 30 DAYS.
boathouseauctions.com | +34 654 692 589

ELYSIUM I IS AN IMMACULATE EXAMPLE OF THE ACCLAIMED DOLCEVITA MODEL FROM THE RENOWNED RIVA SHIPYARD. THIS 110' (34M) YACHT BOASTS RIVA'S SLEEK DESIGN AND POWERFUL PERFORMANCE.

ELYSIUM I I 33.53m Riva I 2019 I Palma de Mallorca I €10,990,000 (VAT not paid)
Tom Barnes I +33 620 18 17 34 I tom@bluewateryachting.com

THE LEGENDARY RIVA BOATYARD WAS ESTABLISHED IN 1842 ON LAKE ISEO IN SARNICO, ITALY. THE ICONIC RIVA 100' CORSARO IS AN ADVENTURE IN PERFECTION. CORSARO – THE CORSAIR – IS MUCH MORE THAN JUST A NAME.

MAXIMUS I 30m Riva I 2021 I South of France I €8,500,000 (VAT not paid)
Irina Blagodyr I +33 620 16 40 56 I irina@bluewateryachting.com

bluewater

BROKERAGE@BLUEWATERYACHTING.COM I CHARTER@BLUEWATERYACHTING.COM I **WWW.BLUEWATERYACHTING.COM**

ANTIBES I DUBAI I MONACO I PALMA I ZUG

MERLE WOOD & ASSOCIATES
SPECIALISTS IN THE SALE, PURCHASE, CHARTER & CONSTRUCTION OF THE WORLD'S FINEST YACHTS

ICONIC MASTERPIECE !!
NOW AVAILABLE FOR PURCHASE !!
NEW CENTRAL
377′/115m LURSSEN 2003/2025 PELORUS

SEE AT Palm Beach Show
GREAT DEAL !!
OWNER HAS PURCHASED HIS NEXT YACHT !!
332′/101m WYG 2010 ATTESSA IV
THE CHANCE TO OWN A TRUE YACHTING MASTERPIECE
CREATED BY THE WORLD'S MOST EXPERIENCED YACHTSMAN
WINNER OF THE WORLD SUPERYACHT AWARD FOR BEST REBUILT YACHT 2011

www.MERLEWOOD.com
PHONE: +1-954-525-5111 • MWOOD@MERLEWOOD.COM
Not offered for sale or charter to U.S. residents while in U.S. waters unless under a boat show bond or in an FTZ.

MERLE WOOD & ASSOCIATES

SPECIALISTS IN THE SALE, PURCHASE, CHARTER & CONSTRUCTION OF THE WORLD'S FINEST YACHTS

SEE AT Palm Beach Show

for Sale & Charter

257′/78m A&R 2011 **AMARYLLIS***

for Sale

236′/72m Tankoa 2018/2023 **CASINO ROYALE***

for Sale & Charter

197′/60m Lurssen 2010/2024 **BELLA VITA***

SEE AT Palm Beach Show

for Sale

190′/58m A&R 2007/2023 **AMARAL***

for Sale & Charter

173′/53m Oceanco 2000/2024 **FRIENDSHIP***

SEE AT Palm Beach Show

for Sale & Charter

171′/52m Amels 2004/2024 **NITA K II***

SUPERYACHT SPECIALIST MERLE A. WOOD

JOHN COHEN | RODD TAYLOR | JIM MCCONVILLE | JARRETT HIEBERT | IAIN LAWRIE | JEFF GONOS | DARREN DATSON | BILLY SMITH | TIM LAUGHRIDGE

NEW CENTRAL

for Sale

164′/50m Benetti 2022 **IRYNA II***

for Sale

154′/47 Wider 2016/2023 **BARTALI***

SEE AT Palm Beach Show

for Sale & Charter

138′/42m Richmond 2004/2023 **MISS STEPHANIE**

for Sale

111′/34m Sanlorenzo SP110 2022 **ANMAX***

SEE AT Palm Beach Show

for Sale & Charter

100′/30m Hatteras 2003/2023 **CLAIRE**

SEE AT Palm Beach Show

for Sale & Charter

100′/30m Hatteras 2005 **DANIELLE**

IN BOAT SHOW OR IN THE AREA

*Not offered for sale or charter to U.S. residents while in U.S. waters unless under a boat show bond or in an FTZ.

www.MERLEWOOD.com

PHONE: +1-954-525-5111 • FAX: +1-954-525-5165 • WEB@MERLEWOOD.COM

www.MERLEWOOD.com

PLEASE VISIT US MARCH 19 - 23, 2025 AT THE
PALM BEACH INTERNATIONAL BOAT SHOW

SEE AT
Palm Beach Show
for Sale & Charter

221′/68m Icon 2010/2020 **LOON***

for Sale & Charter

208′/64m Benetti 2006 **LIONESS V***

SEE AT
Palm Beach Show
for Sale
NEW CENTRAL

182′/55.5m Damen 2020 **GENE CHASER***

SEE AT
Palm Beach Show
for Sale

180′/55m Amels 2013 **GENE MACHINE***

SEE AT
Palm Beach Show
for Sale & Charter

164′/50m Proteksan 2002/2022 **MOSAIQUE***

SEE AT
Palm Beach Show
for Sale & Charter

154′/47m Dunya 2024 **KING BENJI***

SUPERYACHT SPECIALIST MERLE A. WOOD

JOHN COHEN | RODD TAYLOR | JIM MCCONVILLE | JARRETT HIEBERT | IAIN LAWRIE | JEFF GONOS | DARREN DATSON | BILLY SMITH | TIM LAUGHRIDGE

SEE AT
Palm Beach Show
for Sale & Charter

131′/40m Sunseeker 2010/2023 **ABOUT TIME***

for Sale & Charter

130′/40m Christensen 1993/2022 **SWEET ESCAPE**

for Sale & Charter

121′/37m Benetti 2013 **NAMASTE**

SEE AT
Palm Beach Show
for Sale

95′/28m Sunseeker 2018 **KARILLIAN & CO.**

SEE AT
Palm Beach Show
for Sale

95′/29m Intermarine 2001/2024 **CARPE DIEM**

SEE AT
Palm Beach Show
for Sale & Charter

90′/27m Riva Argo 2019 **BEYOND BEYOND**

IN BOAT SHOW OR IN THE AREA

*Not offered for sale or charter to U.S. residents while in U.S. waters unless under a boat show bond or in an FTZ.

www.MERLEWOOD.com
801 SEABREEZE BLVD • BAHIA MAR YACHTING CENTER, SUITE C • FORT LAUDERDALE, FL 33316

MOSAIQUE
50m › 163′ › PROTEKSAN TURQUOISE › 2002/2022
$ 13,900,000*
STUART.LARSEN@FRASERYACHTS.COM
+1 954 463 0600

ALEDEN
37m › 121′ › SANLORENZO › 2024
€ 14,950,000
MARCO.FODALE@FRASERYACHTS.COM
+377 93 100 450

NIMIR
35m › 116′ › AZIMUT › 2014
€ 5,500,000
ANTON.FARBER@FRASERYACHTS.COM
+377 93 100 450

LA LUNA
34m › 112′ › SANLORENZO › 2021
$ 11,950,000*
ALEX.KRIK@FRASERYACHTS.COM
JOSHG@FRASERYACHTS.COM

ALLURES
31m › 100′ › COMPOSITEWORKS › 2006/2022
€ 6,950,000
DAVID.LEGRAND@FRASERYACHTS.COM
GEORGESB@FRASERYACHTS.COM

YB
29m › 93′ › AZIMUT › 2019/2024
€ 6,200,000
ALAIN.AUVARE@FRASERYACHTS.COM
+377 93 100 450

FRASER

SALES | CHARTER | MANAGEMENT | CONSTRUCTION | CREW | 20 OFFICES WORLDWIDE
FRASERYACHTS.COM

**Not offered for sale or charter to U.S. residents while in U.S. waters.*

ANTARES
40m › 131′ › ROYAL HUISMAN › 2005/2020
€ 10,750,000*
GEORGESB@FRASERYACHTS.COM
+1 305 491 2211

Royal Huisman pedigree sailing ketch. Bill Dixon design featuring 4 ensuite staterooms plus 6 crew. Lower salon & upper deckhouse with adjoining outdoor cockpit. Large tender stowage, fully equipped for diving. Maintained, updated, and class compliant. Best world-capable luxury sailing yacht available.

SELENA
32m › 104′ › NAUTOR'S SWAN › 2014
€ 6,950,000 › VAT PAID
GEORGESB@FRASERYACHTS.COM
MATTHEW.LESTER@FRASERYACHTS.COM

A one-of-a-kind Nautor's Swan Performance Cruiser. Features include a raised deckhouse saloon with ocean views, a protected cockpit with a retractable roof, and an owner's stateroom with double-door direct access to the beach club and swim platform. Meticulously maintained and ready for world cruising.

FRASER

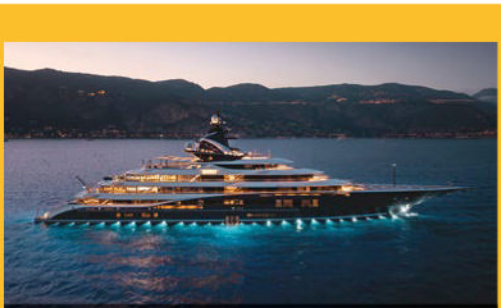
SALES | CHARTER | MANAGEMENT | CONSTRUCTION | CREW | 20 OFFICES WORLDWIDE
FRASERYACHTS.COM

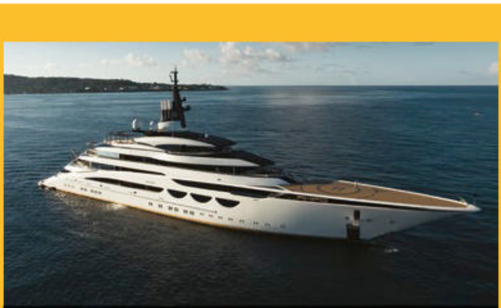
MORAN
YACHT & SHIP

TASIA **158’ (48m) Feadship | FOR SALE**

The 158’ Feadship TASIA (formerly GITANA) is offered for sale in turnkey condition following a comprehensive refit finishing in 2024. The extensive work includes new paint, an engineering overhaul, and a complete interior refit, making her truly ready for immediate enjoyment.

MORANYACHTS.COM | SALES@MORANYACHTS.COM | +1 954.768.0707


400’ (122M) LURSSEN | KISMET *DELIVERED


377’ (115M) LURSSEN | AHPO *DELIVERED

350’ (106.7M) OCEANCO | BLACK PEARL *DELIVERED

337’ (103M) LURSSEN | JASSJ *UNDER CONSTRUCTION

311’ (95M) LURSSEN | CC-SUMMER *FOR CHARTER

295’ (90M) LURSSEN | PHOENIX II *DELIVERED

279’ (85.1M) LURSSEN | SOLANDGE *DELIVERED

223’ (68M) CRN | PROJECT 146 *UNDER CONSTRUCTION

219’ (67M) CRN | AMOR A VIDA *UNDER CONSTRUCTION

201’ (61M) LURSSEN | MARGUERITE *FOR SALE AND CHARTER

200’ (61M) ROYAL HAKVOORT | ASIA *DELIVERED

196’ (60M) AMELS | ENTOURAGE *FOR CHARTER

163’ (50M) MANGUSTA | FELICITÀ *FOR SALE

151’ (46M) BAGLIETTO | MEDIALLY *FOR SALE & CHARTER

131’ (40M) FEADSHIP | LADY SANDALS *FOR SALE

118’ (36M) AB YACHTS | FIVE WAVES *FOR SALE

93’ (28.5M) RIVA | MEMORIES *FOR SALE & CHARTER

55’ (16.8M) WAJER 55S | TW12VE ANGELS FOR SALE

* Not offered for sale or charter to U.S. residents while in U.S. waters

MOONEN 112 MARTINIQUE

122’ 8” (37.38m) I MOONEN YACHTS I 2025 I €25,500,000

RICHARD GRAY • RGRAY@IYC.COM • +44 7717 098415
MATTHEW STONE • MSTONE@IYC.COM • +1 954 854 6153

IYC + MOONEN YACHTS
Global Partnership

ON DISPLAY
AT PBIBS 2025

MOONEN 110 MUSTIQUE

111’ 8” (34.03m) I MOONEN YACHTS I 2023 I $16,900,000

RICHARD GRAY • RGRAY@IYC.COM • +44 7717 098415
MATTHEW STONE • MSTONE@IYC.COM • +1 954 854 6153

TO FIND OUT MORE
ABOUT THE TOP SALES DEALS ON THE MARKET
VISIT IYC.COM

ON DISPLAY
AT PBIBS 2025

ATOMIC

209' (64m) I VSY I 2020 I $58,000,000

MARK ELLIOTT
MARK@IYC.COM • +1 305 794 1167

ON DISPLAY
AT PBIBS 2025

TC

132' (40m) | SUNSEEKER | 2020 | $15,500,000

MATTHEW STONE
MSTONE@IYC.COM • +1 954 854 6153

ON DISPLAY
AT PBIBS 2025

CARTE BLANCHE

161' (49m) I CHRISTENSEN I 2009 (2023) I $24,900,000

MARK ELLIOTT
MARK@IYC.COM • +1 305 794 1167

ON DISPLAY
AT PBIBS 2025

JE REVIENS

112' (34m) I OCEAN ALEXANDER I 2018 I $12,250,000

MICHAEL RAFFERTY
MRAFFERTY@IYC.COM • +1 561 758 5608

ON DISPLAY
AT PBIBS 2025

TANZANITE

145' (44m) | WESTSHIP | 2004 (2023) | $8,900,000

MARK ELLIOTT
MARK@IYC.COM • +1 305 794 1167

ON DISPLAY
AT PBIBS 2025

GOLDEN OURS

86' (26m) | SUNSEEKER | 2019 | $4,399,999

KERRY ILER •
KERRY@IYC.COM • +1 561 714 8013

ON DISPLAY
AT PBIBS 2025

OCEANIC 143

143' (43m) | CANADOS | 2023 | $23,500,000

MARK ELLIOTT
MARK@IYC.COM • +1 305 794 1167

KEVIN BONNIE
KBONNIE@IYC.COM • +33 6 16 39 19 59

ON DISPLAY
AT PBIBS 2025

MONCRII

85' (26m) | PACIFIC MARINER | 2013 (2022) | $4,100,000

MICHAEL RAFFERTY
MRAFFERTY@IYC.COM • +1 561 758 5608

THE INTERNATIONAL YACHT COMPANY

YACHT SALES | CHARTER | MANAGEMENT | CREW | INSURANCE

IYC.COM | INFO@IYC.COM

IYC

Bernard Gallay
Yacht Brokerage

Wally 107^{ft}

SPIRIT OF MALOUEN X

2012. Designed by Judel Vrolijk and built at Green Marine in the UK, as the first Wallycento HAMILTON, the yacht was extended by 7 feet to improve her performance.

She has since been constantly upgraded to excel both in Mediterranean cruising and competitive racing, whether inshore on the Maxi Circuit or in offshore events like the Middle Sea Race and the RORC600 in the Caribbean. Notably, she claimed victory in the Maxi Class at Les Voiles de St Tropez in 2022.

Maxi Dolphin 100 NOMAD IV

2013. Refit 2024. Having won the Showboats Design Award in 2014, NOMAD IV is a fantastic sailing yacht that functions superbly for either racing or cruising with a short-handed crew. Built entirely out of carbon by Maxi Dolphin in Italy, she was designed by the well-known architects Finot-Conq-De Premorel and has sailed around the world including the Antarctic. NOMAD IV is a 100^{ft} extrapolation of the Vendee Globe Imoca 60 and has won the gold medal in the RORC Transatlantic in 2015.

104^{ft} Trehard Sloop ASAHI

1998 – Refit 2019. Designed by Jacques Fauroux and built for an experienced yachtsman, she was destined from the beginning to be a top-notch performer on the water and in the charter market.

She is reportedly the only sailing yacht that has 4 Owner/Guest staterooms that convert from 8 single beds to 4 king-sized beds. Additionally, the two forward staterooms can be combined into a spacious master suite, featuring a centre-line king bed and separate his-and-her bathrooms.

95^{ft} Marcelo Penna Design FREE AT LAST

2001. Rebuilt 2024/25 in progress. Her interior and exterior reflect a sense of comfort and performance.

Boarding her brings you directly to her delightful teak deck, featuring U-shaped sofas and two large steering wheels at the stern. Ideal for cruising, or for chartering as well as for regattas, the space is expansive enough for dining al fresco with a relaxed atmosphere. She boasts a large open space within the interior deck house, that leads forward to the 2 guest cabins and the owner's cabin, and aft to the galley and crew accommodation.

79^{ft} Performance Cruising Sloop WHIMSY

2005. Philippe Briand design built in composite carbon by Vaudrey Miller – NZ.

Every detail speaks of quality and perfection. She combines striking and sleek lines with the elegant and timeless Franck Darnet interior. Her performance and sensitivity mark her out as a racing yacht but her spacious cockpit and social living area balance her out into a true blue-water cruiser. She is in exceptional condition and will turn heads wherever she goes.

FRANCE
Montpellier (Head Office)
Tel +33 467 66 39 93
info@bernard-gallay.com

Paris
paris@bernard-gallay.com
Cannes & Monaco
nicolas.marchand@bernard-gallay.com

SPAIN
Palma de Mallorca
youri.loof@bernard-gallay.com

Yachting in Style
with Peace of Mind

SALE, CHARTER & MANAGEMENT
Also specialises in Transoceanic Charter
www.bernard-gallay.com

2023. This innovative hull is the result of precision work, quality and attention to detail, offering outstanding performance, elegant design and luxurious comfort.

She has been designed and engineered for high-speed sailing in all wind and sea conditions. She offers all her guests breath-taking sensations in comfortable and safe conditions. FANCY can accommodate up to 9 people in a Master suite, a VIP cabin and 2 double cabins (one featuring an additional pullman bed). On deck, FANCY has an exceptional swimming platform, as well as spacious relaxation and dining areas, that are both elegant and designed to maintain a high standard of service.

Swan 108
FANCY

Photos © Eva-Stina Kjellman

125ft Nicolini CHEETAH MOON

1986. Refit 2012 & 20. CHEETAH MOON is a 38m Steel/Aluminium Displacement Motor Yacht built by the famous Cantiere Navale Nicolini.

5 cabins accommodate 10 guests with 7 crew. She is in excellent condition and continuously maintained to a very high level. In 2012, new engines CAT C32 and 2x Kohler 80kW generators were installed.

Mondomarine 120 PAULA III

1994. Refit 2021 & 22. PAULA III can accommodate up to 12 guests in 5 cabins. This yacht features an interior design imagined by the architect Aldo Cichero.

She was initially named FAUCHON, then BEYOND THE SEA, OCEAN GLASS and now PAULA III. She has a variety of luxurious living spaces attractively arranged to create a warm and welcoming atmosphere on board, therefore making her the perfect luxury yacht to cruise with friends and family or for the charter market. In 2022, she was chartered 52 days, which is exceptional.

123ft Motor Sailer ALTHEA

1993. Designed by Andrew Winch and build to ABS specifications. This beautiful Motor Sailer is marked by strength and versatility.

Her steel hull, schooner rig and large fuel capacity allow her long voyages while her accommodation offers comfort and luxury both below decks and outdoors. After extensive cruising in the Mediterranean and the Caribbean, she underwent a major refit in 2009. Since then, she has been constantly upgraded and lovingly cared for by her owners and permanent crew. ALTHEA is the ideal yacht for cruising in style.

90ft New Classic Yacht WHITEFIN

1983. WHITEFIN was designed by Californian Bruce King. The result is an exquisitely proportioned mix of agility, lightness and grace.

WHITEFIN was given a complete refitting in January 2020. The heart of life on board is the open-plan area in the widest part of the boat which includes the galley, partially recessed, the nav station, the bar and the saloon with fireplace and piano. The boat consists of four cabins: the owner suite, all aft; the VIP guest cabin with a queen size bed and two twin guest cabins.

ITALY
andrea.caracci@bernard-gallay.com

USA
California
california@bernard-gallay.com

Bernard Gallay Yacht Brokerage
1 rue Barthez - 34000 Montpellier - France
+33 467 66 39 93 - info@bernard-gallay.com
www.bernard-gallay.com

MYBA

ALUNYA

- 49.9m (163’9”)
- Benetti
- 2023
- 10 Guests
- 5 Cabins

M

- 47m (154’2”)
- Sanlorenzo
- 2024
- 12 Guests
- 5 Cabins

TWW YACHTS

twwyachts.com | +377 97 77 67 57

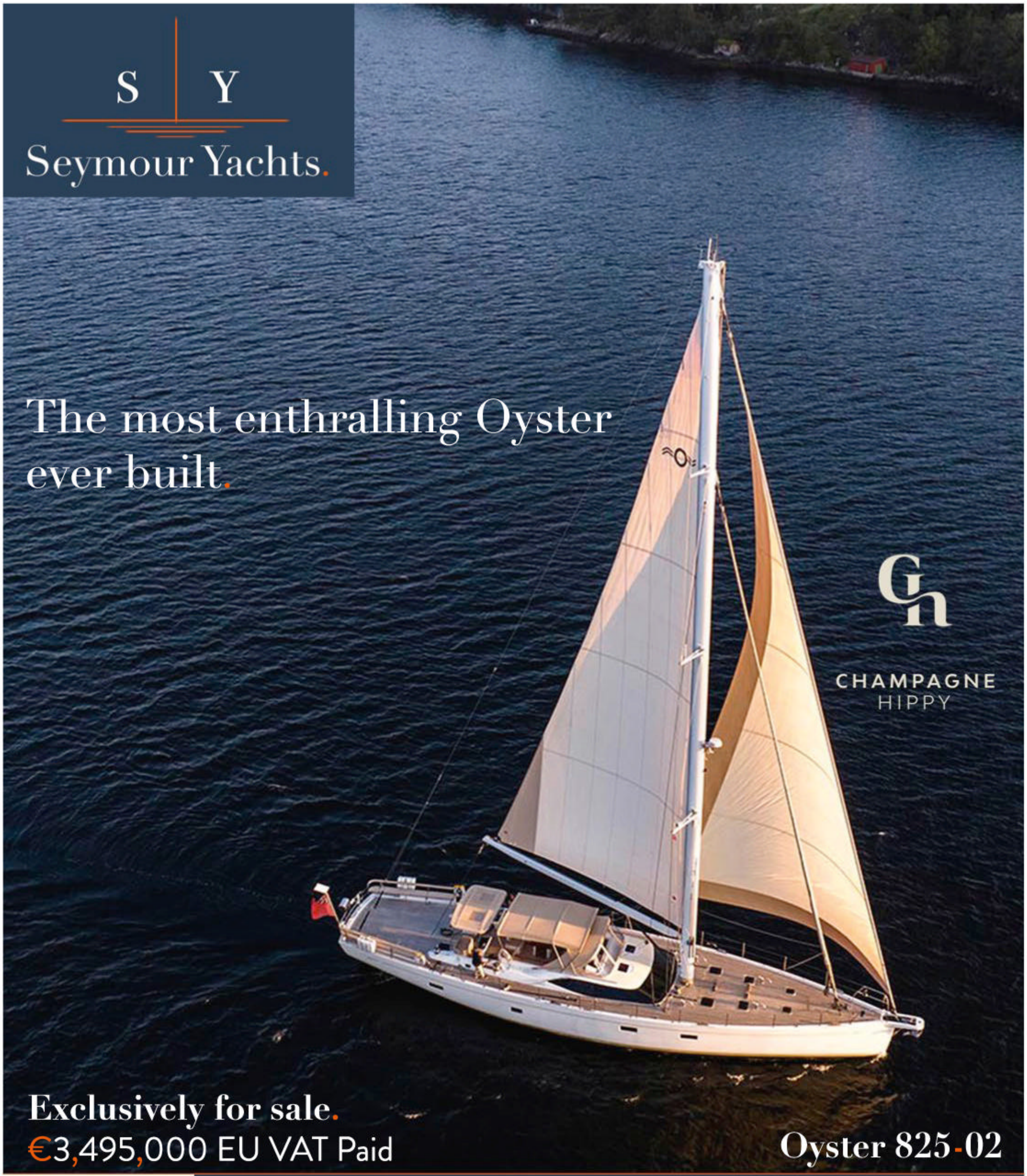
NEVER SAY NEVER AGAIN

- 36.9m (121'1")
- Benetti
- 2022
- 10/12 Guests
- 5/6 Cabins

EMERALD

- 50.4m (165'4")
- Feadship
- 1990/2023
- 12 Guests
- 6 Cabins

SALES & PURCHASE | CHARTER | MANAGEMENT | NEW BUILD


S Y
Seymour Yachts.
The most enthralling Oyster ever built.
CHAMPAGNE HIPPY
Exclusively for sale.
€3,495,000 EU VAT Paid
Oyster 825-02

Champagne Hippy is one of the most remarkable yachts sailing the world today. She is hull number 2 of the ever popular Oyster 825 series and is truly unique, being the only yacht in the series to be built with the extended transom and as a four cabin layout, sleeping nine guests and three crew. She is more than just a yacht-she is a statement, a lifestyle, a symbol of adventure, and above all she is a legacy.

www.seymouryachts.com

W

FEADSHIP
2013 (2020) | 57.60M / 189’ 0”
10 GUESTS | **€42.5M EUR** (US DUTY PAID)
ANDREW BOND
+44 7734 405944
AHB@EDMISTON.COM

DOMANI

BENETTI
2016 | 45M / 147’ 8”
12+2 GUESTS | **€23M EUR**
ANTONIO DE YTURBE REDO
+52 624 247 5852
AYR@EDMISTON.COM
HANNAH WOLSTENHOLME
+1 786 977 4358
HW@EDMISTON.COM

LONDON
MONTE CARLO

NEW YORK
MIAMI

NEWPORT
MEXICO CITY

SAN JOSÉ DEL CABO
EDMISTON.COM

EDMISTON

IMPERIAL SEA
MARINE

Imperial Sea Marine Limited | Exclusive for sale

Heesen 150.9 ft. (46m)

2003 | Aluminum | 5 cabins
€ 10.750.000 VAT Paid

Custom built by Heesen to ABS class at its Oss shipyard in the Netherlands. Constructed with an aluminum hull & superstructure and designed by Omega Architects, she was delivered in 2003 with her interior designed by Frank Laupman.

info@imperialseamarine.com

SUNSEEKER 88 YACHT

LOKI

£4,995,000 Ex. Tax | 2022

Listing broker: Richard Tilley richard@sunseekerlondon.com +44 (0) 778 534 7116

SUNSEEKER 86 YACHT

EJ 1

£3,095,000 Tax Paid | 2015

Listing Broker: Christopher Head

christopherhead@sunseekerlondon.com +44 (0) 777 472 9652

SUNSEEKER 95 YACHT

AMOUR I

£4,995,000 Ex. Tax | 2018

Listing broker: Veysel Karagoz

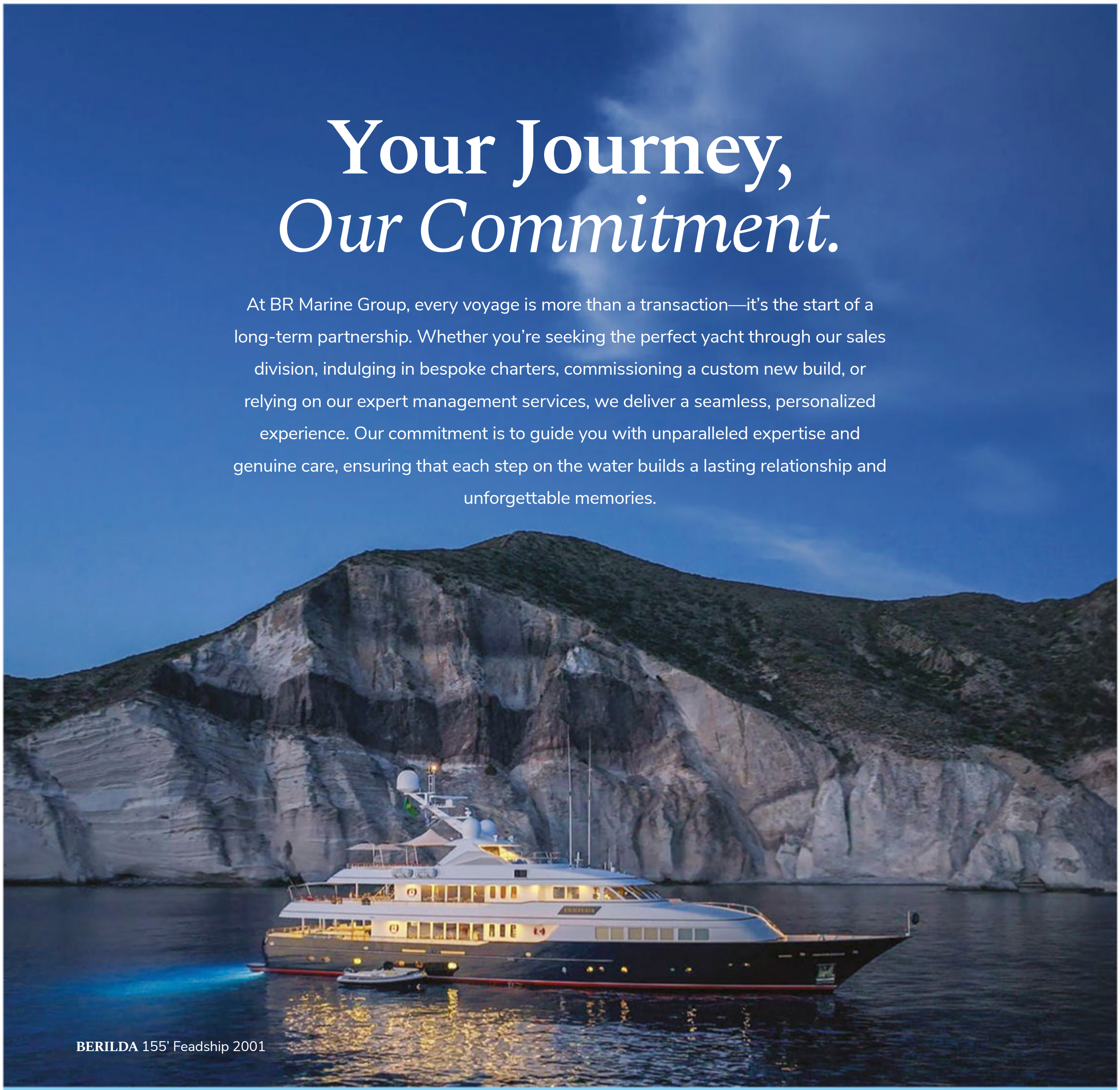
veyselkaragoz@sunseekerturkey.com +90 532 154 10 10

UK | France | Monaco | Italy | Spain | Portugal | Germany | Malta | Morocco | Tunisia | Croatia | Montenegro | Greece | Cyprus | Turkey | Egypt | Switzerland | Poland | Bulgaria

Buy with Confidence

sunseekerbrokerage.com | info@sunseekerbrokerage.com

Sunseeker Brokerage



Your Journey,
Our Commitment.

At BR Marine Group, every voyage is more than a transaction—it's the start of a long-term partnership. Whether you're seeking the perfect yacht through our sales division, indulging in bespoke charters, commissioning a custom new build, or relying on our expert management services, we deliver a seamless, personalized experience. Our commitment is to guide you with unparalleled expertise and genuine care, ensuring that each step on the water builds a lasting relationship and unforgettable memories.

BERILDA 155' Feadship 2001

YACHT SALES
YACHT CHARTER
NEW BUILD
MANAGEMENT

BR
BR·MARINE
GROUP

sales@brmarinegroup.com /// +1 561 566 3837 /// brmarinegroup.com

FERRETTI 112 CUSTOM LINE 2006
Total Refreshment 2023, Castoldi Tender
€4.200.000 ex. VAT
skorais@atalantamarine.com

FERRETTI 112 CUSTOM LINE 2002
6 cabin layout. Refit 2022
€3.850.000 VAT Paid
ddeligiannis@atalantamarine.com

FOUNTAINE PAJOT ALEGRIA 67 2019
Refit 2025
€2.650.000 ex. VAT
panos@atalantamarine.com

SUNSEEKER 82 2007
Refit 2021 - Full Interior Refit 2022
€1.680.000 VAT Paid
skorais@atalantamarine.com

POSILLIPO 80 TECHNEMA 2004
Major refit 2023-2024
€1.250.000 VAT Paid
ddeligiannis@atalantamarine.com

ALFAMARINE 72 2007
Refit 2024
€695.000 VAT Paid
nikos@atalantamarine.com

ATALANTA
Marine

BROKERAGE MANAGEMENT DEALERSHIPS AGENCY INSURANCE

www.atalantamarine.com
+30 210 99 10 722

PEARL | 95
WINNER
WORLD YACHTS TROPHIES
WINNER
YACHT & INNOVATION AWARDS
FINALIST
BOAT INTERNATIONAL DESIGN AWARDS

2025 PEARL 95 AVAILABLE $8,995,000.00 USD

- Award Winning Design (Best Layout, Best Interior Design, Best Main Saloon)
- 5 Cabin Layout with Spacious Main Deck Master Cabin and Raised Pilot House
- Garage/Beach Club with Fold Down platforms
- Foredeck lounge with seating, table and sun bathing
- Kelly Hoppen Indulgence style Interior Design
- Spacious main deck saloon with side opening patio doors
- Dixon Yacht Design Naval Architecture
- Built to RINA Classification Pleasure Yachts Part A.

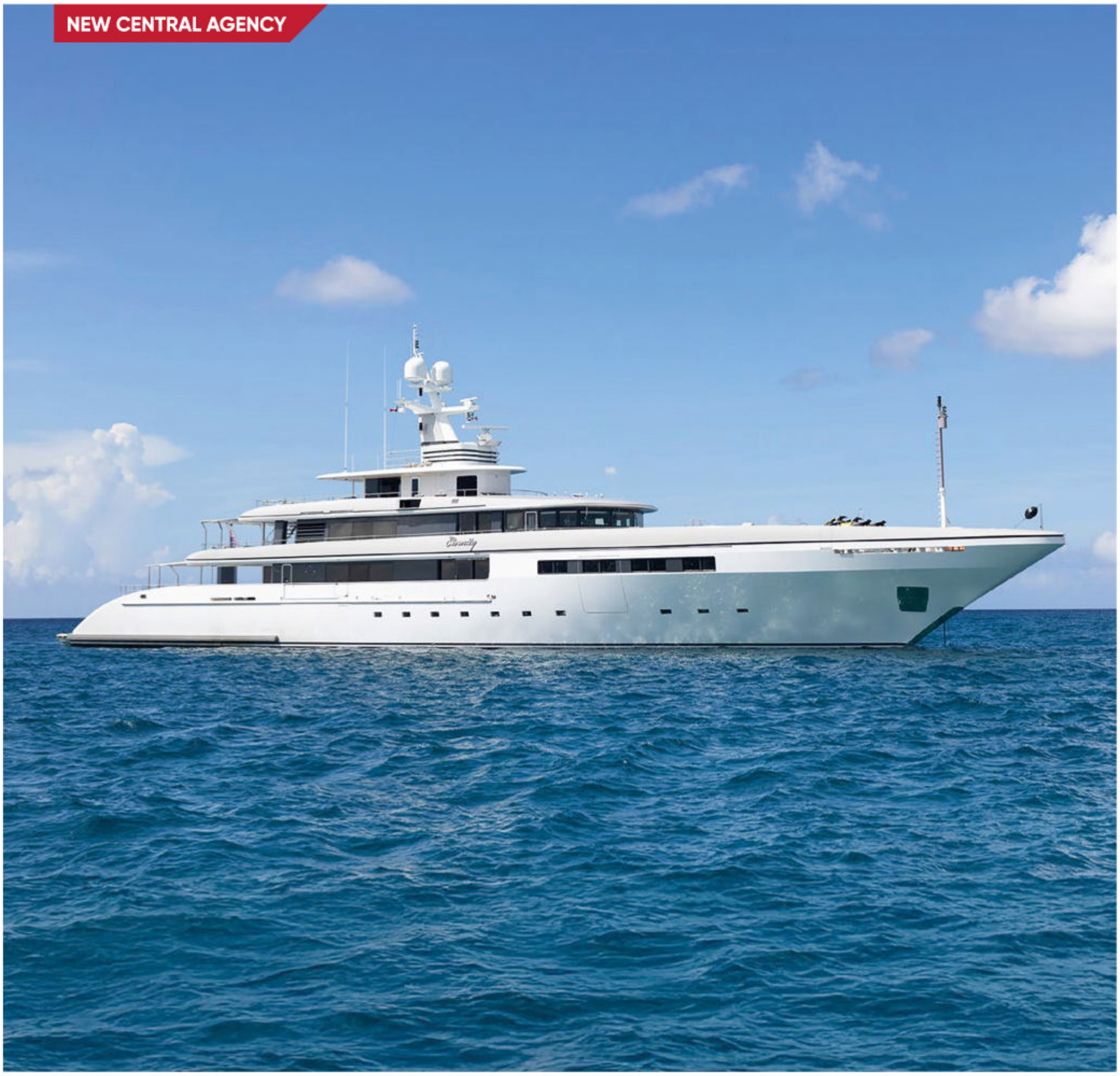
5 YEAR

ATLANTIC YACHT & SHIP INC.

ATLANTIC YACHT & SHIP INC.
Harbour Towne Marina 850 NE 3rd St, STE 213
Dania Beach, FL33004 USA

(+1) 954 921 1500
pearlyachts@ayssales.com
www.atlanticyachtandship.com

DISCOVER MORE



ETERNITY

65m (213' 4") | Codecasa | 2010/2022 | 14 Guests | €35,000,000 Ex VAT

ETERNITY is a 65m steel-hulled superyacht of exceptional style. Arguably the flagship of the Codecasa shipyard, she features a Bahamas-esque interior and boasts expansive, versatile decks spaces. Highlights of ETERNITY's design include a sun deck gym, a private balcony off the master suite, a central elevator connecting all decks, and a six-metre Jacuzzi pool.

Yacht Sales | Yacht Purchase | Yacht Charter
Adam Papadakis | +377 6 78 63 39 90 | adam.papadakis@moraviayachting.mc
Monaco | Fort Lauderdale | Palm Beach | Palma

Prices are converted into the selected currency for comparison purposes only and based on current exchange rate. All particulars are believed correct and given in good faith, but cannot be guaranteed.

Moravia
YACHTING

BERTHON
INTERNATIONAL

MOODY 64'

Price: **€650,000**

Location: **Palma de Mallorca**

Handsome Bill Dixon bluewater mile muncher, put together by the Princess people, we know her well. Hatched 2003 with push button everything and great space planning with 2 large doubles, plus 2 further cabins for guests and crew. Recent decks, systems and electronic wizardry. Epic value.

OCEAN VOYAGER 70'

Price: **US $695,000**

Location: **Bahamas**

2021 splash, from the Ocean Voyager stable which has bought yachting – PINK SHRIMP, ROGUE and ACHARNE. All iconic explorers for serious cruising. This yacht delivers robust systems, volume with 5 cabins, easy to maintain systems and perfect sea manners. And all for this tiny ask.

MARTEN 80'

Price: **€998,500 + VAT**

Location: **Italy**

Judel Vrolijk, of exotics and built Down Under in 2001. Carbon rig with Leisurefurl, she sails like a rocket. Massive nautical makeovers in 2012 and 2022, with new decks, paint, rod, sails, systems – she is totally plug and play. Her biggest modesty is her price.

PEARL 62'

Price: **£1,625,000 UK VAT PAID**

Location: **Corfu**

Good looking motor yacht with a stylish Kelly Hoppen interior. Delivered 2020, she has been sparingly used. All set up for Mediterranean cruising with watermaker and Mr Musk's Starlink. Bill Dixon drew a very comfortable and well conceived platform for living well.

Berthon Sales Group HQ, UK Lymington | 0044 (0)1590 679 222 | brokers@berthon.co.uk

Yacht Sales SCANDINAVIA
Henån
0046 304 694 000
brokers@berthonscandinavia.se

Yacht Sales USA
Rhode Island
001 401 846 8404
sales@berthonusa.com

Yacht Sales SPAIN
Palma de Mallorca
0034 871 044 659
brokers@berthonspain.com

Yacht Services SPAIN
Palma de Mallorca
0034 971 415 441
services@berthonspain.com

berthoninternational.com

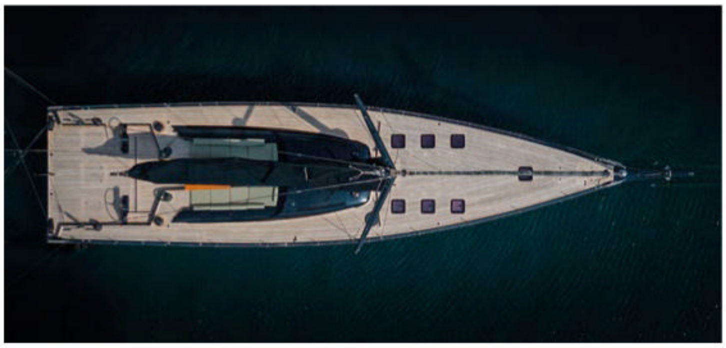
BERTHON
INTERNATIONAL

FPB 78'

Price: **US $6,500,000 + VAT**

Location: **Northern Europe**

#2 of this no nonsense, does what it says on the tin, go anywhere explorer series from Dashew Offshore, she first splashed in 2017. Built and maintained to MCA Category 0, this spring saw a new coding certificate under the uprated regs. Unique globetrotter, recovery from capsize, unlimited cruising - Accept no imitation.



MYLIUS 80' FD

Price: **€3,750,000**

Location: **South of France**

2020 build, never raced, rallied or ridden hard. #3 of her kind, Hall Spars high modulus rig, E6 rigging, bluewater fast cruising specification, boutique interior and recent price tumble all add to her appeal.

Berthon Sales Group HQ, UK Lymington | 0044 (0)1590 679 222 | brokers@berthon.co.uk

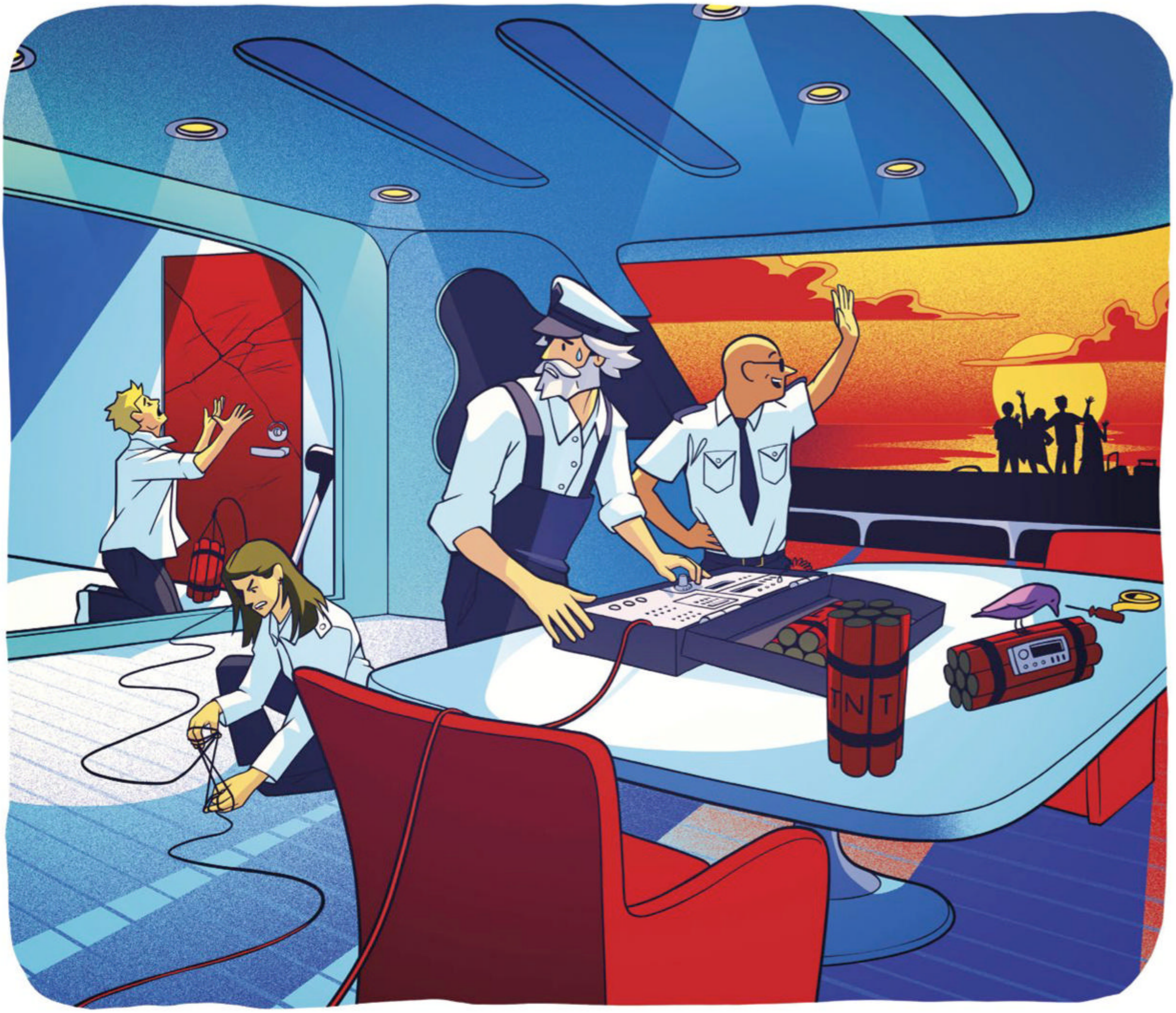
Yacht Sales SCANDINAVIA
Henån
0046 304 694 000
brokers@berthonscandinavia.se

Yacht Sales USA
Rhode Island
001 401 846 8404
sales@berthonusa.com

Yacht Sales SPAIN
Palma de Mallorca
0034 871 044 659
brokers@berthonspain.com

Yacht Services SPAIN
Palma de Mallorca
0034 971 415 441
services@berthonspain.com

berthoninternational.com



"One charter guest locked herself in a dayhead and refused to come out"

Few people are pleased when the end of their superyacht charter draws near, but I once had a guest on my yacht who took things to the next level. When the time to disembark drew near, I received a worried phone call from my captain. One woman, he reported, was so keen to stay on that she'd locked herself in one of the heads and was refusing to come out. No amount of coaxing from the crew could persuade her to open the door! "What should I do?" he asked me, "we've tried for hours – and the next group of guests is arriving really soon!" Well, dear reader, there was simply no choice. To paraphrase Michael Caine's character in *The Italian Job*, we had to blow the bloody doors off... ◘

As told to Charlotte Hogarth-Jones. Illustration by Dr. COLOD. Do you have a tale to tell? Send your story to thebitterend@boatinternationalmedia.com

CARLA GUILHEM
DESIGN

FOR SOMEONE
IT'S A SHAPE.
WINNER
TELLI | CUSTOM LINE NAVETTA 38
Outstanding Exterior Design - Motor Yachts 24m to 41.9m
Best Interior Design - Motor Yachts, 499GT and below, 24m to 39.9m
BOAT
DESIGN & INNOVATION AWARDS
2025 WINNER

FOR US IT'S
AN AMAZING SCULPTURE.

Cruising is an art with Custom Line. An accomplished exponent of timeless Italian excellence from its very inception, Custom Line is on a mission to create exquisite, unmistakeable designs that combine cutting-edge technology and ingenious functional solutions, to deliver an extraordinary experience for every owner. Because cruising is the art of going beyond. **The art of being different.**

customline-yacht.com

CUSTOM LINE

BEYOND THE LINE